RAILROAD

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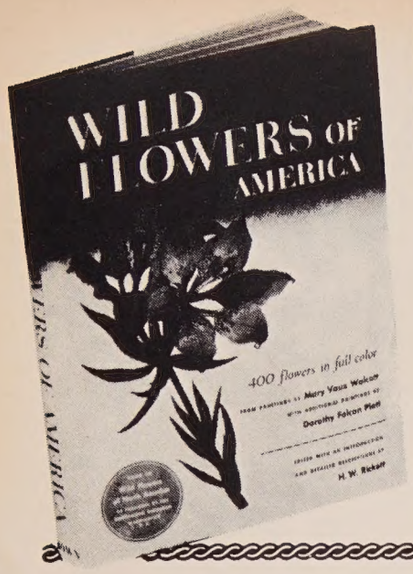

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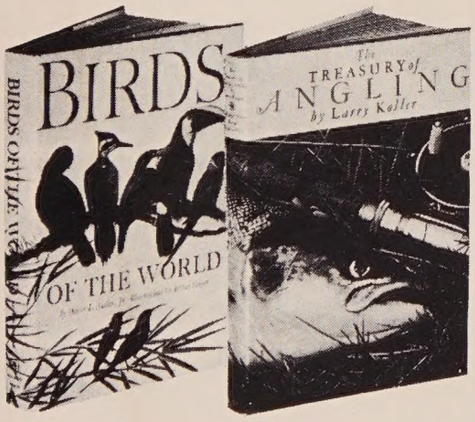

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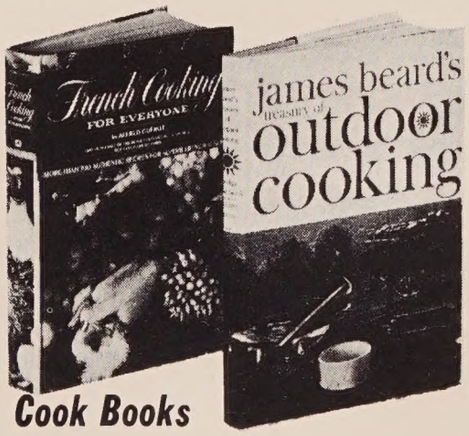

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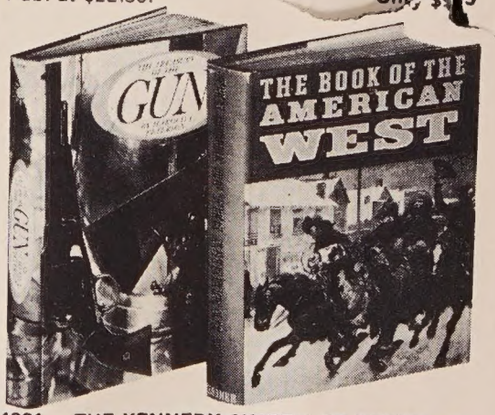

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FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

ARTHUR T. KNOWLES
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

JOSEPH EASLEY
Illustrator

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High Iron Co., a new venture, borrowed ex-Canadian Pacific 4-6-2 No. 1278 from Steamtown for their first "Steam Safari" last Oct. 16th. Train is seen on CNJ bridge at Easton, Pa.

Photo by Joseph A. Mannix
33-18 161st St., Flushing, N.Y.

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THE MAIL CAR

Where editors and readers meet

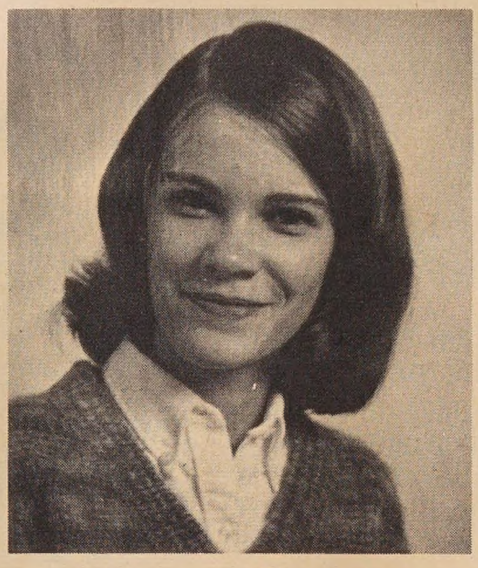
FRONT COVER shot of a train of Comox Logging & Railway Co. was made in 1956 by Elwood White, No. 46 of *Interesting Railfans* series, 2673 Sooke Rd., Victoria, B.C., Canada. The engine, No. 11, a 2-8-2 Baldwin, is seen returning to the woods with a tank car of fuel oil and 24 empty log cars. Those cars were unloaded at the company's log-dump at Ladysmith harbor on Vancouver Island. Photo shows No. 11 working pretty hard up a 3 percent grade. An old Baldwin diesel has since replaced her, but she is now preserved, along with a 60-ton Lima Shay, at the company's offices in Ladysmith. ●

PERSONALITIES. As the daughter of a steam locomotive engineer who worked on the Rock Island in Oklahoma, Blanche Mosler acquired the railroad knowledge and sympathy with organized labor that enabled her to write this month's fiction story, "Railroad Town." Blanche is also a poet and author of two non-railroad paperbacked books.

"I began railroading on the Elgin, Joliet & Eastern at 16," reminisces Charles M. Gunderlach, 1213 Rowell Ave., Joliet, Illinois, "held non-operating jobs for years, and then ran steam and diesel locomotives for half a century. In 1955 I retired. I couldn't help feeling sad on my last day with the 'J'. My final trip was to a clay mill—we called it the mud run. Before I took off, the callboy showed up with orders to wait. While I was waiting, two company officials, Vice President P. T. Morgan and General-Superintendent P. H. Gerd, came to say good-bye (something they usually didn't do on an employe's last day) and it made me feel better. They said a lot of nice things, wished me luck, and then the 3 of us posed for a picture." Today, at 84, Charlie is still proud of that picture.

A walkie-talkie may have saved the life recently of Lloyd S. Blackner, a Union Pacific conductor, after he was rolled beneath some cars while switching at Westvaco, Wyoming. He suffered a broken right shoulder, right leg and collar bone in the accident, but thanks to the walkie-talkie was able to radio the engineer to stop the train.

High point in the life of Joseph A. Lawrence, 612 McFerrin Ave., Nashville, Tenn., occurred shortly after he had hired out to the Pennsy, when he fired a train that hauled the Liberty Bell from Vincennes, Ind., to Indianapolis. That historic relic had been exhibited at the St. Louis World's Fair and was being sent back to Independence Hall in Philadelphia, Pa. Joe recalls: "It was fastened to a flatcar on a train which also had 5 Pullmans and a diner—a pretty heavy consist for our small 4-4-0 to pull."



"Sheri" Green, a scholarship winner.

Under a Southern Railway scholarship, the brown-eyed Leslie Sheridan Green ("Sheri") is majoring in English in order to become a high-school teacher. Born Aug. 13, 1949, she is 5 feet, one inch tall and weighs 85 pounds. Her address: P.O. Box 5762, Clemson University, Clemson, S.C. 29631. Sheri's father is Woodrow W. Green, general forestry agent at Dorchester, S.C., on the Southern Railway Forest. Among his many duties is managing timber and game.

"In 1910," writes P. B. Lyons, Canadian Pacific engineer, "I was on a work train on the south branch between Calgary and Fort MacLeod, Alberta. We ballasted and laid heavier steel on the entire 108-mile line. I knew every inch of it. We had about 15 crews working out of Fort MacLeod. There's not a wheel turning now—coal chute and water tank have been torn down, shop windows and doors are boarded up." ●

DO you think the diesel locomotive will eventually go the way of the old steam engine? The *Long Island Railroader* put this question to LIRR employes. Here are 5 answers:

A. Frank Stenson, assistant to passenger trainmaster: "Yes. We've been sending manned equipment into outer space, and today's railroads are keeping up with the changing times by increasing research. The gas-turbine car is just one example of things to come."

Richard H. Moran, signal circuit engineer: "I believe that the diesel locomotive will eventually become obsolete and will be replaced by a combination electric and gas turbine power unit which will give better acceleration and greater braking power."

J. W. Naughton, Jr., head clerk, supervisor: "I'd say yes. In our fast-paced modern world it will be only a very short time before a complete change of engine power will be in effect and the diesel will join the steamer in railroad museums."

Frank E. Riordan, trainman: "There'll be changes, but I'm not convinced that the diesel will disappear. It has proved itself highly economical for long haul work, especially with freight trains of 100 or more cars."

Charles R. Dunne, assistant road foreman of engines: "Definitely yes. An example of what will happen is the turbine engine in the test car now on our railroad. Diesels are only about 33 percent efficient and have too many moving parts. We'll have smaller engines developing greater horsepower at a lower operating cost." ●

RECOLLECTIONS of long ago come from Walter B. Redman, 17667 Pierson Ave., Detroit, Mich. 48219. "Born and raised on a farm, I learned my 3 R's in a one-room schoolhouse," he writes. "Later, while attending high school in the 1890's, I sold newspapers on 5 morning trains and during vacations I hustled freight at a union depot, sometimes earning enough money to pay the family's rent, which was $1.25 a week.

"In 1901 I was visiting the Pan-American Exposition in Buffalo, N.Y., when President McKinley was assassinated there, and I went to his funeral. Later I shook Teddy Roosevelt's hand at a White House reception. Great days for a country boy! In 1904, after passing a Civil Service exam, I became a Railway Mail clerk and got married. My first permanent run was the Toledo & Allegan in Michigan.

"One night (June 22, 1918) the train on which I sorted mail was delayed by the wreck of a Hagenbeck-Wallace Circus special on the Michigan Central Railroad. I learned later that the engineer of an empty troop train had become so drowsy from taking kidney pills that he fell asleep in the cab. His train passed first a caution light, then a bright red signal, and finally a flagman's red

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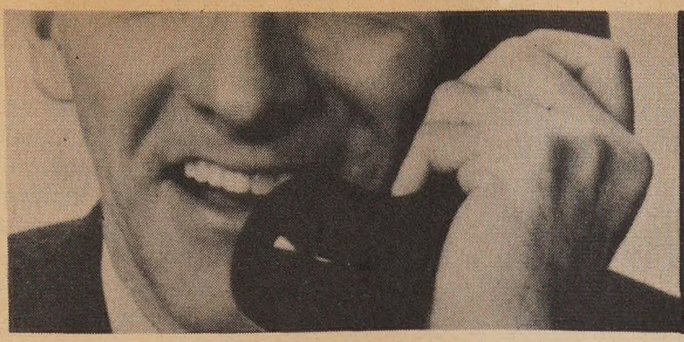

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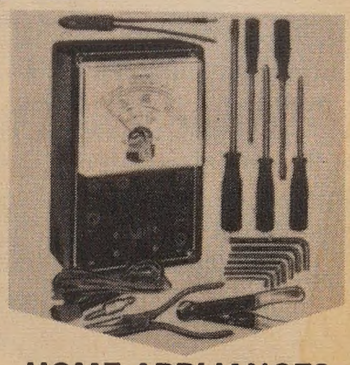

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- ☐ Stereo, Hi-Fi and Sound Systems
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AUTO-MECHANICS DIVISION
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- ☐ Automotive Mechanics
- ☐ Diesel Mechanics
- ☐ Engine Tune-Up and Electricity

AIR CONDITIONING REFRIGERATION DIVISION
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HOME APPLIANCES DIVISION
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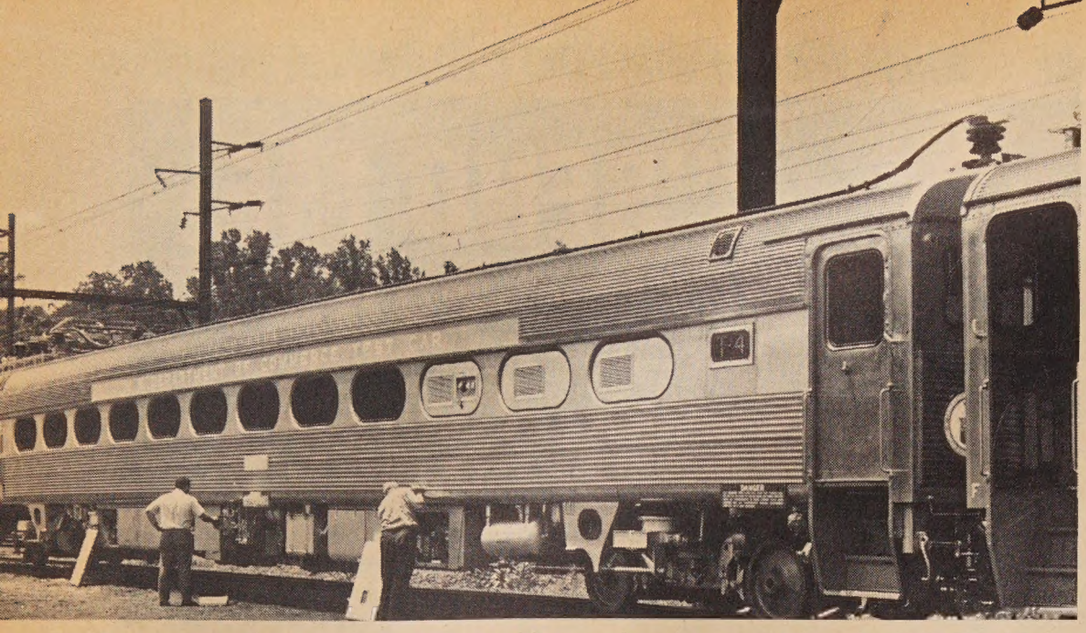

Department of Commerce test car (shown above), one of four built by Budd Co. for Northeast Corridor project, is now being tried out on Pennsy rails at Jenkintown, Pa. (Below) Same car, assembled at Budd's Red Lion plant, is seen being lowered onto truck which incorporates a special assembly from Standard Steel.

lantern. It rammed into the rear of the circus special, killing 68 men, women, and children, including some world-famous stars of the Big Top, and Trainmaster Whipple, and seriously injuring more than 100 other people.

"I needn't go into details. You can read the whole story, entitled 'A Costly Box of Pills,' in Freeman Hubbard's book, *Railroad Avenue*. This incident depressed me, because I had seen a parade of that same circus only a few days before in Ann Arbor and the shock was greater because I remembered the gay colorful procession.

"Around that time I became acquainted with *Railroad Magazine*. My conductor gave me my first copy, and then I began buying it regularly each month. Many years later, when *Trains* came out, I started reading *Trains* also. Meanwhile, I had resigned from the Railway Mail Service and gone into the insurance business, but I never lost my interest in railroads. I have traveled more than a million miles by rail, including fantrips sponsored by the Michigan Railroad Club. I am the oldest member." ●

THOSE super-speed trains planned for the "Northeast Corridor" in the U.S.A. will need radically designed roadbeds, according to Dr. Herman Meir, a German specialist in high-speed planning on the faculty of Munich's Technical University, who visited America recently. He said at a press conference:

"If you want high speed, you must change the concept. The construction will have to be reinforced concrete slabs with heavy cushioning between the rail and the mounting."

He pointed out that super-speed trains would have to run on their own tracks, apart from freight traffic, and that signal systems also would require drastic re-design.

"All this is expensive," he said, "but if you want to run at high speed, it is expensive."

Rolling stock, trackage, and power for trains to run between 125 and 150 miles per hour are being tested by the Pennsylvania Railroad, under a Commerce Department contract, on a section of line between Trenton and New Brunswick, N.J. But Dr. Meir called attention to the fact that the Pennsy is using only conventional roadbed and rails, extensively upgraded, and that even this would begin to fall askew under the pounding of extra fast trains.

He reported that officials of Japan's 170-mph line between Tokyo and Osaka told him that the roadbed, using reinforced concrete ties, had reached the limits of economical maintenance. Dr. Meir said the German Federal Railways would install a short test strip of concrete ties on a roadbed north of Nurnberg in 1967. He cited successful 125 mph demonstration service over a line between Munich and Augsburg. ●

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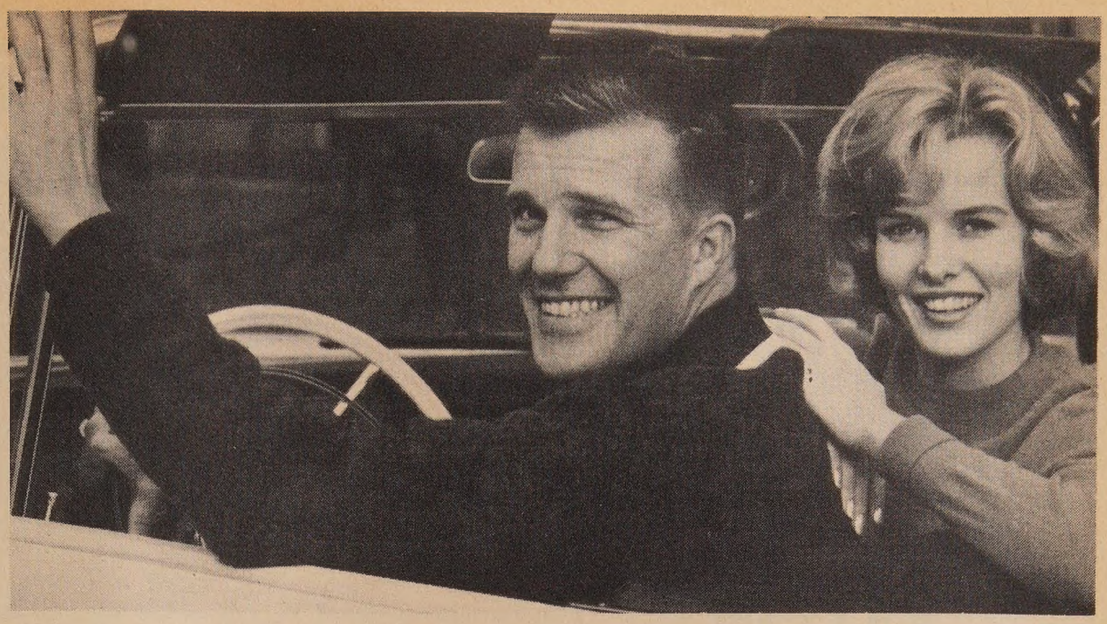

INVESTIGATE ACCIDENTS

No Other Career Offers You A Brighter Future

In the short time it takes you to read this page 1,100 accidents will take place. Over 440,000 will occur before this day ends. *These accidents must be investigated.* The law demands it. Yet in 4 out of 5 cities, towns, and rural communities, no one has been trained for this vital work. No wonder the demand right now for trained men far exceeds the supply. Only 15 minutes of spare time study each day in your own home will show you exactly how to investigate accidents for insurance companies, transportation firms and government offices. You need NO previous experience or higher education. And *you can earn while you learn.*

We Teach You Quickly In Your Spare Time

We are training hundreds of accident investigators by mail and placing them in excellent part-time and full-time positions in the booming Accident Investigation Field. Write today for Free Brochure and Free Lesson. Let us prove how you can earn to $15 an hour in one of today's most exciting new professions.

You Can Operate Your Own Business From Your Home If You Prefer

Although there are excellent benefits available to you if you decide to be a company Accident Investigator, you may prefer to operate *your own* business. This can be done with practically no cost. You can start with your home as your headquarters. And you need only a ball point pen, some stationery and a few record sheets.

We will show you how to rapidly build a highly profitable business. You can even start in your spare time — keep your regular job — and earn two incomes instead of one. More graduates of Universal have their OWN successful Accident Investigation businesses than graduates of any other school.

HERE Is A Big Point For You To Consider

We train and place far more men in the booming Accident Investigation Field than any other individual, company, or school.

And here's the reason: Universal gives you the best training you can get. Then you receive real Employment Help through our outstanding PLACEMENT SERVICE. More than a thousand companies have asked for Universal's monthly lists of graduates. These companies constantly use Universal's lists to help fill splendid job openings everywhere. These are companies having investigation offices from coast-to-coast, in Canada, and overseas. And they need and use tens of thousands of Accident Investigators.

Your Earnings May Be Very High!

Here are just a few reports of recent earnings of men we trained: Harold Dale made $4,475.00 in just 6 days, investigating a fire loss! Joe Miller earned $14,175.00 in two months checking hurricane damage. A. L. Davidson is averaging $350.00 a week operating his own investigation firm. Robert Meier says "I'm now earning $7.50 to $15.00 an hour in my own business; Universal's course is wonderful." We send you the actual names and locations of successful Universal School's graduates in every section of the country, in Canada, and overseas.

Mail Coupon Today for FREE Brochure and FREE Lesson

If you are genuinely interested in breaking away from the routine, dead-end jobs which are so common in many industries, write today! Let us prove how easily you can quickly step into this exciting new career that provides prestige, security, and splendid job benefits. Many men get their diplomas in just a few weeks.

See for yourself how you can earn excellent income, plus valuable fringe benefits, such as car furnished, expenses paid, profit sharing, family medical and surgical coverage, and retirement pension plans. There is No cost or obligation whatsoever for our Free Brochure and Free Lesson. No salesman will call. Mail postcard or coupon today to UNIVERSAL SCHOOLS, 6801 Hillcrest Avenue, Dallas, Texas. (Universal Schools is fully Approved, and is the acknowledged leader in placing men in the Accident Investigation profession.)

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Rush me your FREE Brochure and FREE Lesson showing how I can make as much as $1,400 a month as an Accident Investigation specialist. Also send the actual names and locations of successful graduates in all parts of the country, in Canada, and overseas. I will be under NO obligation — and NO salesman will call.

Name_____ Age_____

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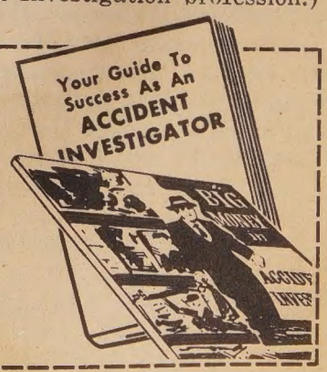
City_____ State_____ Zip Code_____



SIXTY years ago young John M. Davern, now of 22 Eaton Ave., Norwich, N.Y., thought he had worked as engine watchman for the New York, Ontario & Western long enough to qualify as an engineer. It is the ambition of every fireman to move over to the right hand side of the cab.

"I was only 14 then," he recalls, "but the hostlers showed me how to run Rome-built engine No. 111 forward and backward by moving the reverse lever back and forth, how to open and close the throttle, how to operate the air brake, and how to stop her with the Johnson bar in case I didn't have any braking power. No. 111 had just come back from a general overhaul at Rome, N.Y. Of course, with new pins, new bushings, etc., she was stiff and hard to handle, but I tried to help one of the hostlers by moving her out of his way because she was blocking a track he wanted to use.

"A short spur led into the paint shop, with just space enough for one big engine to stand outside the shop, which we always kept closed. That night the 111 had been standing so long with her air pumps shut off that all the air leaked out. Thinking that I knew all about plugging her to stop without a brake, I didn't bother turning on the pumps. The old girl and I eased onto the spur. When I thought she had cleared the other track, I horsed her Johnson bar over and opened the throttle.

"The Johnson bar shot past me into the front corner and my engine went over a tie which lay across the rails outside the door. The tie served as a bumping block but it didn't stop the 111. Every wheel of engine and tender landed on the other side on the rails, crashed through the shop door, and shoved a caboose out through the opposite end of the building.

"All the while I kept trying frantically to get that lever out of the front corner into the back, but I couldn't budge it an inch because of stiffness and the cylinders full of steam and possibly the throttle not closed tight. I was a scared kid. That night I went home and didn't come near the place again for about two months. Then the master mechanic, Bill Daley, one of the finest men I ever knew, sent for me through my brother, who was a hostler, and got me back on the job watching engines, provided I'd keep hands off the throttles.

"About a year later Mr. Daley called me into his office, said there was a hostling job open, and asked if I wanted it and could handle it. I was tickled pink. 'Sure,' I said, and he gave me the job. I stayed in engine service on the NYO&W until 1947, when I injured an arm and retired on a pension." ●

NEWS NOTES. Although more than 50 percent of America's railroad jobs have been eliminated since World War II ended and we thought that none of the roads were hiring men, the following 3x5" ad appeared recently in *The Seattle* (Wash.) *Times*: "Union Pacific needs Student Brakemen, Switchmen, and Clerks. 19 years and older, high school graduates, pass physical and aptitude examination (standard vision required for Trainmen). Apply 8 a.m. to 5 p.m., Monday thru Friday, Assistant Superintendent's Office, Union Pacific Railroad, Seattle, Room 209, Union Station."

How'd you like to rebuild your house with a 20-year loan—at no interest? The Santa Fe Railway offered interest-free loans to 738 of its employes whose homes were destroyed or damaged in tornado that staggered Topeka, Kansas, last summer, reports Bob Bruhin.

New York's new Penn Station, replacing the one torn down recently, is coming along fine. The new ticket window has been installed; the building will be lighted better and air-conditioned. Overhead, the new Madison Square Garden is progressing nicely.

Missy, a German shepherd, is more than earning her rations as a watchdog at the Pennsy's Kinsman Street yards in Cleveland. She's the first and only canine member of the PRR police force, although the Long Island, New Haven, Louisville & Nashville, and other roads used to employ dogs to protect their property. Trespassing and vandalism have dropped sharply in the Cleveland yards since Missy took over. ●

BECAUSE of a strike, Edgar N. Poland's rail career was brief. After firing on the Western Maryland for four years and being promoted to engineer in 1921, he joined the Brotherhood of Locomotive Engineers in 1924.

"At that time," recalls Edgar (11121 Shaw St., Westchester, Illinois), "I was still shoveling coal, but as a promoted man I got extra jobs of running. The strike began October 25, 1925. On that day, working out of Elkins, W. Va., I was called for a round trip to Thomas, W. Va., known as a turnaround job, firing for Bruce Ferris; but we never made it. We were waiting on our engine for a brakeman to take out to our train when the strike came. Bruce and I got down from the cab. Five other men, waiting to take over, quickly climbed in. The company had brought in men who'd been discharged from other roads for violation of Rule G and hired still others who'd been running engines on logging roads back in the mountains.

"After the strike ended, I saw no advantage in getting a job on any other road—I'd have had to start at the bottom and work my way up again. With competition from trucks and autos increasing, the railroads seemed to be on the decline anyway, so I just forgot about railroading as a career. I kept my BLE membership, though; I still think it is the best union a man can belong to." ●

OVERSEAS. Italy may soon have female railway stationmasters and train starters, for the first time. A new law opening those jobs to women has drawn a score of applicants for the 475 stationmaster jobs and the 545 posts of tooting the tin whistle, without which no train can leave the station.

It was most embarrassing to the British Railways. A London-to-Scotland overnight train broke down while carrying Prince Phillip, husband of Queen Elizabeth II. After being delayed for 76 minutes, Phillip hired a car and drove himself on to Balmoral Castle.

A trainload of more than 1,000 reindeer, provided with the comforts of their native habitat, rolled from Sweden to Ustaoset, a Norwegian sports resort. En route the herd were fed moss and at intervals fresh snow was shoveled into the cars. To guard the reindeer from inhaling smoke from the steam locomotive, particularly in tunnels, the engine pushed the train from the rear.

British Railways are missing two miles of track, worth about $8,400. The track was an unused stretch near Hull, closed down 7 years ago. What BR needs is a Sherlock Holmes in real life to find the lost rails.

The Japanese are well known for their politeness and neatness. Therefore, we were surprised when Japan's National Railways launched an "etiquette-training" program. Special officers were assigned to tell passengers not to (1) walk around railroad cars in their underwear, (2) enter the dining car in nightgowns, (3) throw refuse on the floors, and (4) play their radios too loud.

The other day Lorraine Carruthers, age two, toddled into old Bolton Street station in Bury, Lancashire, England, while her mother was visiting a neighbor, and walked for about a mile along an electrified main line of the British Railways and through a 100-yard tunnel, mindless of the danger of third-rail. At length a railway policeman named Cliff Tann found her, smudged with soot and oil, and restored the child to her anxious searching parents, saying, "The angel Gabriel must have been with her," reports Joseph Fox.

A circus elephant is becoming a problem to a railroad station agent at

(Continued on page 54)

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GENUINE AUSTRALIAN Kangaroo Boots

Proved Strongest, Lightest Leather in the World— by Actual M.I.T. Laboratory Tests

Imagine being able to offer a boot that's made of the strongest yet lightest leather in the world! Yes, it's been proven by actual tests by the famed Massachusetts Institute of Technology that kangaroo leather is 60% stronger than cowhide! It's stronger than calf, kid, cordovan! These boots are water-resistant, too—keep feet dry even when you're sloshing through ankle deep water or mud! A special speed-lacing feature lets you lace the entire boot in one quick pull. Air-cushioned innersole gives you the amazing sensation that you're *walking on air.*

No wonder these "miracle boots" sell themselves! They're absolutely unbeatable. Men everywhere, in dozens of occupations have wanted such a boot for years. Postmen, lumberjacks, fishermen, hunters, farmers, sportsmen, delivery men, the building trades—anyone who spends much time outdoors will buy these boots on sight. All this adds up to big profits for you!

MORE MASON MONEY-MAKING SHOE STYLES

Still more profits await you with Mason's amazing Mason-Flex shoe—the one shoe that needs no breaking in. And look for *more* money-makers with Mason's black and brown oxfords as sturdy as they are sleek and good-looking, rugged "all man" work shoes with extra support for men who work on their feet! And they're just the beginning! Your Mason Line includes hundreds of outstanding shoe bargains. No wonder you'll soon be racking up anywhere from $10 to $50 a week in your spare time! Best of all, you never invest a penny—carry no stock—make no deliveries!

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Mason gives you the opportunity to offer 275 different dress, sport, work shoe styles for men and women. You draw on huge warehouse stock—a quarter million pairs of shoes in sizes all the way from 2½ to 16...extra-narrow AAA to extra-wide EEEE. You offer selection no store can equal, because you have the resources of a whole *warehouse* behind you! And, for extra profits, you get to sell the famous Mason line of warm Jackets!

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Mail the coupon today. It will bring you FREE Starting Business Outfit. You get EVERYTHING you need to start cashing in on the big market for Mason extra comfort, extra value shoes. Mail coupon now while the opportunity in your area is still open to: Mason Shoe Mfg. Co., Dept. G-465, Chippewa Falls, Wisconsin.

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Please send me my free selling outfit postpaid. I understand that this outfit includes everything I need to start making big money taking orders for the famous Mason Kangaroo Boot and big Mason Line of dress, sport and work shoes.

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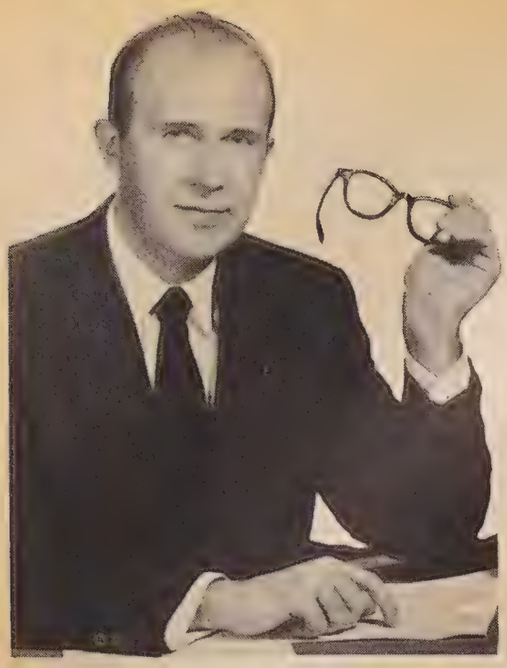


Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question: **Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question: **How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question: **How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 555 E. Lange St., Mundelein, Ill. 60060.

No salesman will call

DON BOLANDER, Career Institute, Dept. 3M, 555 E. Lange St., Mundelein, Ill. 60060
Please mail to me, without obligation, a free copy of your 32-page booklet,
HOW TO GAIN A COMMAND OF GOOD ENGLISH.

NAME_____

STREET_____

CITY_____ STATE_____ ZIP CODE_____

If 18 or under, check here for special booklet. ☐

Photographs of the Month

Louisville & Nashville News Bureau (Earl Walker photo)

Knoxville's "Miss Transportation," Becky Nanny, a University of Tennessee co-ed, boards a Louisville & Nashville diesel.

Vermont Railroad's 2-8-0 No. 97 (Cooke, 1926, construction number 65188) is being turned on old Rutland turntable at Burlington, Vt.
Photo by E. H. Brown, 403 W. Main St., Norwich, Conn. 06360

Steam Power: Past and Present

Rockton & Rion 31 (2-8-2) near Rion, S.C.
H. Reid, 8549 Wayland St., Norfolk, Va.

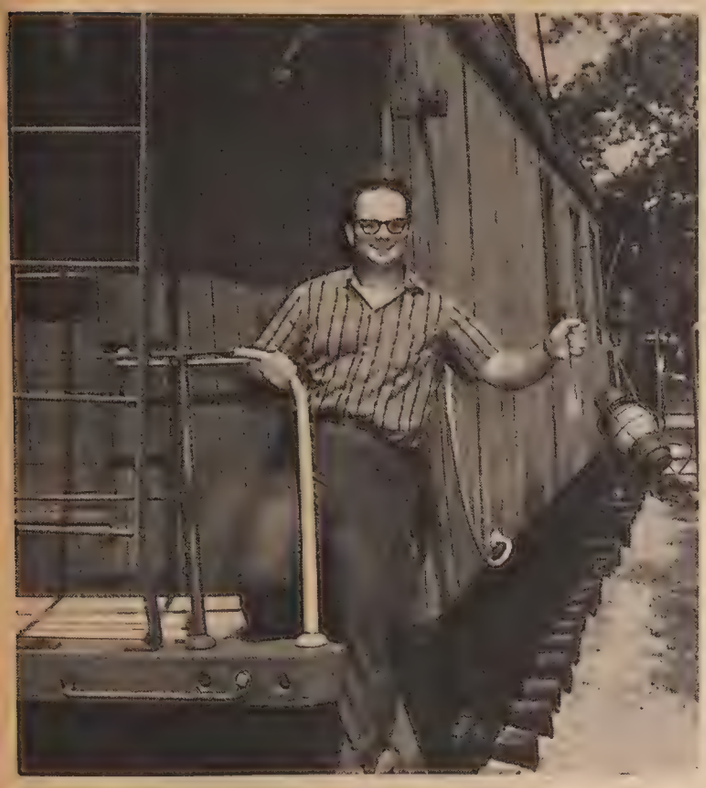
You can still find steam in Union Pacific roundhouse, North Platte, Neb.: a 4-6-6-4 Mallet stands between two diesels, a GP and an Alco road-switcher. The Mallet, renumbered years ago for maintenance of way service, was converted to a snow-melter, used only once as such. Although she is avaiable for work at any time, she may be scrapped.
North Platte Telegraph-Bulletin photo by Jim C. Seacrest

No. 13 of the old Central New England (now part of the New Haven) was built by Baldwin in 1891, construction No. 12390.
Collection of D. J. Stickles, 16 Ridge Hill Rd., Norwell, Mass. 02061

Under full steam for the first time since her 1954 display at N. Y. World's Fair, the *General* with coach 665 romps across massive Barkley Dam on the Illinois Central line in Kentucky. The passengers were attending Southern Governors' Conference.
Louisville & Nashville News Bueau (D. E. Mac Gregor photo)

FRENEAU

Old Museum Pieces



←Merle Rice, 912 Ridgewood, Fort Wayne, Ind. 46805, is shown on the steps of the caboose at the Fort Wayne-Allen County Historical Museum in Indiana.

Bob Richardson,→ manager of Colorado Railroad Museum at Golden, Colo., explains a switch target to a visitor, Mrs. Robert Huddleston, 111 Columbus Street, Grove City, Ohio.
Fort Wayne News-Sentinel

Photo by Paul S. Stephanus, 212 Walnut St., Montclair, N.J. (See top of page 62.)

Pine Creek Railroad of the non-profit New Jersey Museum of Transportation, Allaire Park, Rte. 524, Farmingdale, N.J. Photo on facing page shows the depot, with original Jersey Central station sign. Selling tickets is John H. Mount of the PC organization. (*Below*) George Park, CNJ hostler and spare-tme PC engineer, in the cab of 2-truck Shay (Lima, 1927), the only Shay ever to run in New Jersey. This narrow-gage engine was No. 6 of Ely-Thomas Lumber Co. in West Virginia.

Railroad Boarding House

by Joseph A. Huddleston

RAILROAD boarding houses have disappeared from the American scene along with the last wisp of coal smoke from the main line. I mean the kind that fed you all you could eat for fifty cents a meal and then provided a comfortable bed and a night's sound sleep for another four bits. Boarding houses where rail-worn hoggers, firemen, conductors, switchmen, and the rest could gather and fill the air above the dinner table with railroad talk and comments on women. A place, too, where speckle-suited, back-slapping, whiskey-drinking drummers could rest a spell before spending the next day spieling the virtues of the wares they toted around in their luggage.

Charlie Brady, his missus, and their daughter ran such an establishment in Jackson, Tennessee, and there in 1880 a tall, lanky, sixteen-year-old railroader named John Luther Jones received his nickname and eventually won a wife. The kid was an extra brakeman on the old Mobile & Ohio (now GM&O), running between that town and Columbus, Kentucky. As he entered the Brady dining room one day, Bose Lashley, an older brakeman on the same road, asked the six-foot-four-inch lad what his name was.

"John Luther Jones," was the reply.

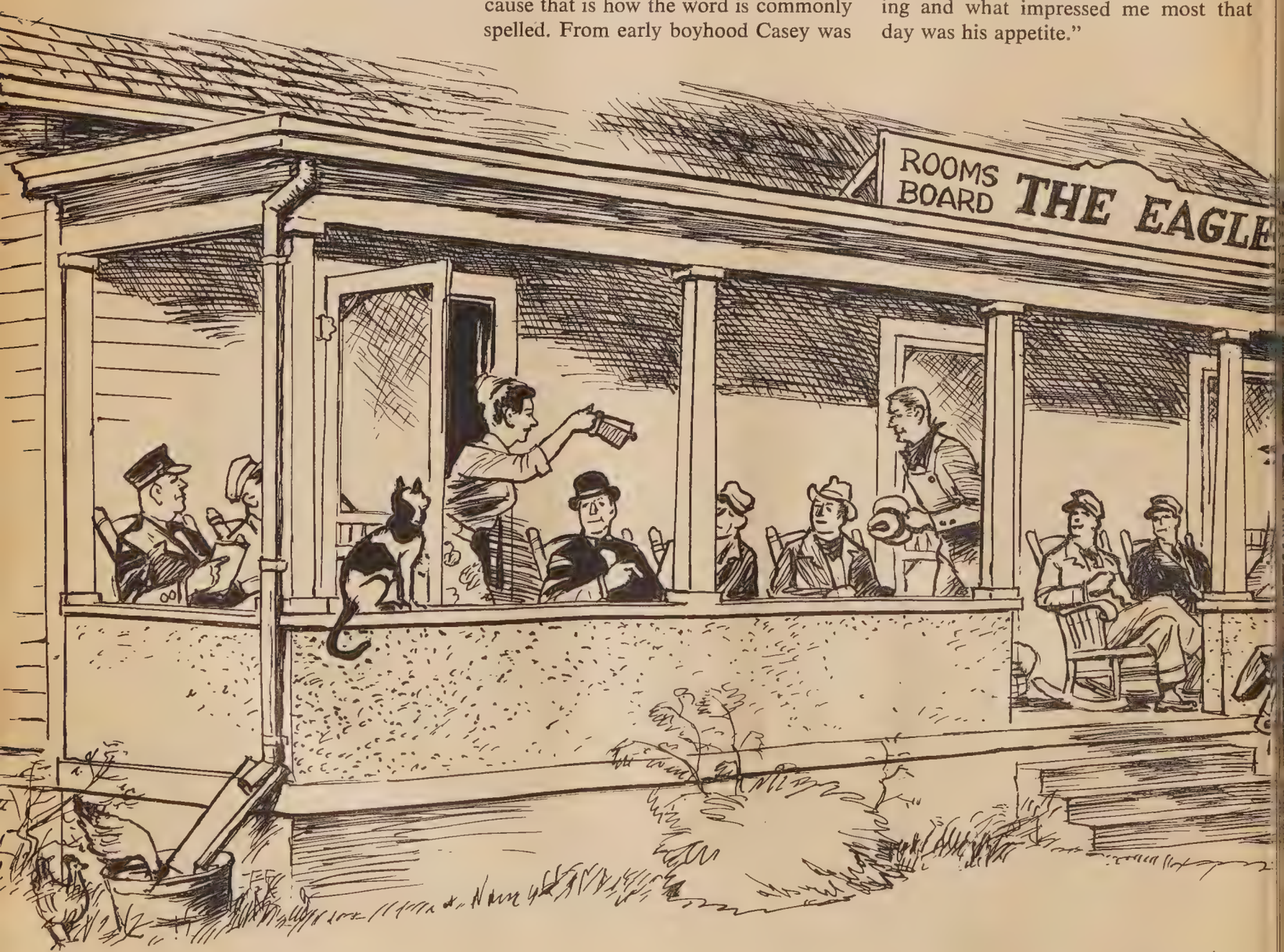
"Wheah you hail from?"

"Cayce, Kentucky," said the kid.

"Well, sit down, Cayce, and make yourself at home," invited Lashley.

Thus, the story goes, Jones was dubbed "Cayce" just as he was sitting down to the Brady dinner table, and this name later became "Casey" because that is how the word is commonly spelled. From early boyhood Casey was smitten with locomotives; but when he grew up he was smitten even more with the teasing smile, the deep brown eyes, and slim but well-developed figure of Jane Brady, and she responded. It doesn't take much Tennessee moon mixed with boarding-house cooking to turn a young man's fancy to love. Casey Jones was no exception. In due time, while making good money in Illinois Central engine service, he married pretty Jane at a little Catholic church.

Twenty years after he first entered the Brady dining room, Casey died in the wreck of the 382 near Vaughn, Mississippi. His widow survived until November 21, 1958, when she was 92, but never remarried. Reminiscing, she once referred to the first time she saw Casey: "He was just sitting there eating and what impressed me most that day was his appetite."



BUT the boarding house I remember best was a one-story building in Cotter, Arkansas, with a sign above the broad veranda reading, "*The Eagle*: Rooms, Meals, Short Orders." It was named for a famous Missouri Pacific passenger train. The MoPac tracks ran straight past it, their rails glistening in the bright sunshine and even on rainy days. About two blocks east down Depot Street stood the station. How very often I would hang around the bay window there listening to the chatter of telegraph instruments, with ears attuned to the distant rumble of an oncoming train and eyes strained for a smoke plume; and how exciting it was when the train stopped at the depot for a spurt of activity before vanishing again!

Not far from The Eagle lay the rusty-looking roundhouse, with smoke rising now and then from its vents, and the old toolshed, always padlocked except when in use. Straddling the tracks beyond them was the dusty, black, and often noisy coal chute; and a little further down the line the dripping water tank. On a hot summer's day we fellows liked to sprawl on the ground in the cool shade of that tank, watching the clouds drift slowly by overhead, guessing how much money George Gould had, wondering what girls looked like under their clothes, and dreaming of becoming locomotive engineers or telegraphers—on the MoPac, of course.

The Eagle was owned by my grandmother, Mrs. Myrtle Thompson, and there I spent the early folklore-filled years of my life. Granny ran the place wtih the help of her four daughters—my mother and three aunts. Her husband had deserted her. so she reared the girls herself and made a rather good job of it.

Two of my aunts eventually followed Jane Brady's example—though not by design—in marrying hoggers. Granny opened The Eagle in 1923 and ran it for about thirty years. Then the Missouri Pacific all but left Cotter, the old lady closed up, and the town of my boyhood lost its magic.

I remember the halcyon days when crews laying over in Cotter would loaf on her porch waiting for another train to whistle in. Sometimes they'd tell me about a train wreck or a runaway or a prairie fire that happened long ago and my mouth must have dropped open with astonishment while I listened. It

From this stove came satisfying hot meals for *The Eagle* boarding house.
Photograph by Roy Devins

was all very thrilling. There were times when I used to wish secretly that one of them would crack a risque joke in my presence or tell me about their philandering, but they never did. They wouldn't have dared to when Granny was around.

The Eagle, painted white with black trim, had wooden banisters along the edge of the concrete veranda which ran the entire length of the building. Those banisters were just the right height for feet when railroaders sat in one of the dozen or so porch rocking chairs. Granny had an amiable, black and white, mouse-catching tomcat known as Mittens that often adorned a shady part of the banister when weather permitted. He'd sit there immovable in quiet dignity until Granny rang the dinner bell and then he'd yowl for food.

Three doors opened from the porch into the main establishment: one into the all-important, long, narrow dining room; another into the lobby, where slow-moving games of checkers and dominoes, sometimes cards, were played; and the third door led you into a long and somewhat dreary hall bordered by six bedrooms on each side. Just behind the lobby and the dining room was the busy and immaculately clean kitchen, adjoining which were bedrooms occupied by Granny, her daughters, and myself.

A half-dozen framed pictures hung on the dining-room walls. The one that stands out most clearly in my memory showed a lone wolf, high on a snow-

covered hill, looking down at a snug cabin in the valley. While the boarders waited for a meal they'd park their heels on the porch banisters and talk, meanwhile sniffing food-smells from the kitchen. Now and then one would amble indoors "to see how dinner is coming." Granny, bustling from one end of the kitchen to the other but centering her activity around the huge woodburning cook-stove, would assure him: "Look, Bud, I'll let you know."

An eight-wheeled engine puffing through the limestone draws would moan as she neared the Cotter tunnel from the north, her whistle shrieking when she emerged and found herself on the bridge high above the White River. Across the bridge and around the bend nestled the town of Cotter and Granny's cook-stove with its mouth-watering aromas. Boomers would read the whistles and look dreamy-eyed and wait. The old 4-4-0 would stop right in front of The Eagle for the head brakeman to throw a switch. Shortly afterwards the entire crew would be along to eat.

THE WAY to jerk the "rails" from reverie to reality was for Granny to storm from the kitchen through the long dining room to the porch, clanging an oversized cowbell and shouting: "It's ready! It's ready!" Men in pinstriped overalls or the dark blue, brass-buttoned, neat uniforms of passenger trainmen would hurry inside, one catching the screen door behind the other, and walk back through the lobby to a little washroom, where they found a small pump, soap, towels, and a washbasin. Granny and the girls would put the finishing touches on the table while the men, in turn, splashed their hands and faces.

Switching in the MoPac yard across the street was delayed while crewmembers walked into the dining room and took their places with the other men around the long narrow table, spread with a clean white tablecloth and loaded with food. There were large white bowls of mashed potatoes, gravy on the side, hot white biscuits and cornbread, platters heaped with sliced roast beef, fresh garden vegetables, steaming black coffee, and generous-sized pitchers of milk from the family cow. Other goodies were available on request. For dessert there might be a big rounded bowl of cherry cobbler and some homemade apple pies.

Granny's cow, a mild animal named Babe, was staked out in back of the house and was surrounded by a flock of squawking chickens. Often the hungry boarders found the table laden with crunchy golden chunks of fresh-killed chicken, Southern fried. One of my unpleasant duties was to behead those chickens. I enjoyed eating them, but for that item Granny treated me like Oliver Twist: no second helpings. Sometimes a boomer would slip me an extra piece of chicken if I walked past the table when she wasn't looking, and I made the trip every chance I got.

Granny was stocky, with graying brown hair done up with a top-knot in back, and flashing blue eyes. She usually wore a plain, cotton, print dress on weekdays but a more dignified black on the Sabbath. As soon as the railroaders and drummers finished eating, she and the girls would start clearing the table and you could hear the rattle of dishes and clinking of knives, forks, and spoons. The men would then return to the front porch, some carrying half-filled coffee cups, others lighting cigars. They'd rear back in their rockers and resume conversation, becoming less inhibited in their choice of words after they left the women folk.

Pretty soon you'd hear Granny in the lobby, cranking the wall-phone and saying: "Eva, give me 4-6, please . . . Hello, Tuscom (the dispatcher's nickname), this is Mrs. Thompson. What time is 62 coming in? . . . All right, I'll tell the boys up here. I need to know when to start supper . . . Sure, I'll remember to tell them."

After that she'd step onto the porch and, if she had time, engage in small talk with her boarders, relaying such tidbits as, "Tuscom says 62 will here in about 6:30." The men would answer, "Thanks, Myrt," and start figuring what difficulties the redball might be having if it was late or remark that the hogger seemed to be "making pretty good time." Invariably, though, the dispatcher would call back later in the afternoon "to make sure," and some of the rails would phone the depot for the same reason. They'd fish out Hamilton watches, attached to their vests by gleaming chains, and gage the time they had left to loll on the porch in the shade of our three tall red-maple trees. I often admired their superb timepieces, yearning for the day when I'd get one, but the nearest I ever came to it was an Ingersoll that an uncle gave me.

When the bridge and building gang was in town, Granny would bake some big luscious, apple pies and send me out with a load of them to peddle to the laborers at a dollar a pie—a dollar was real money in those days. I couldn't rightly complain, because she'd allow me a ten percent commission on each sale, making me the equal, so to speak, of any drummer who put his feet under her table.

Boarding houses were great places for practical jokes. A bridge worker named Ed Dunbar, rummaging around on a limestone cut one day, found some buzzard eggs. He took them to Granny, said they were turkey eggs, and suggested that she put them under a setting hen. Later on, he asked her if the eggs ever hatched. Granny apologized: "I'm sorry, Ed, but I was out of eggs that day and I used those turkey eggs for your lunch." Ed seemed to turn a sickly green. That was the last time he ever tried to put anything over on her.

I WILL NEVER forget how embarrassed I felt the day a bridge worker beckoned me aside and asked: "Sonny, do you know any girls around town? You know, the kind you have fun with. I'll give you a dollar if you fix me up."

I understood what he meant, of course, and I could have used the money, but I wasn't acquainted with any "fancy women" and didn't want to be. Besides, I was fearful of Granny's wrath. So I muttered some excuse and backed away from the man as if he had smallpox, and I never saw him again. You meet all sorts of men in a railroad town.

One of my pleasures was to watch the switching of trains in the yards on a warm summer evening. The puffing, clanking goat would send boxcars bumping into each other and as they felt the jolts those cars seemed to rumble their discontent into the night. Switchmen waved kerosene lanterns that sparkled like lightning bugs 'way down the track. In the darkness a lantern would rise and fall and I knew somebody was getting a highball.

It wasn't unusual, in those days, for The Eagle's phone to ring at about four a.m. The noise would wake me up; then I'd drift back to sleep—only to be aroused a few minutes later by the crackling of fresh bacon and the tantalyzing aroma of boarding-house biscuits and coffee. The dispatcher had called Granny, and she or one of the girls had got up and started breakfast before rousting out the throttle-jerkers, coal-pushers, trainmen and switchmen. The rails would gobble down a meal and be on their way. Thus began another day.

Some incoming boarders wanted to eat a bit and drink some Java before

Missouri Pacific trains like these rolled through Cotter, Ark., shortly before Granny closed *The Eagle* boarding house.
R. L. Borcherding photo (negative from Jim C. Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101)

"sacking out"; their food would be ready and the beds freshly made. Few people ever complained about service at The Eagle. They had comfortable beds, tasty and nourishing meals, and good jobs. What more (aside from a woman) could a man want? The rooms were furnished with big, soft, double beds. In the winter Granny saw that each one had a feather-stuffed mattress tucked under the sheet so that you could sink down into it and really keep warm. Beside the bed a clean washpan waited on a small table, hot water from the teakettle was available every morning, and a commode stood discreetly under the bed. The Eagle had no bathroom, but a one-seated privy was located in the back yard, partly hidden by bushes, about fifty feet from the house. Two full moons were cut into the seat and, for light as well as ventilation, a couple of small half-moons daylighted the door.

Each morning the iceman drove his two-horse, canvas-covered vehicle down the dusty, unpaved street, hooked a couple of slabs of the frozen stuff, and brought them inside, one for each of the two iceboxes in Granny's kitchen. This he did as quietly as possible because usually some boarders were asleep at that time. Farmers hauled their produce to The Eagle in horse-drawn wagons and, during the winter, used those same wagons to bring wood for the heating stove. Granny got slab wood from the local sawmill and I split it into small pieces of "cookin' wood."

When farm boys visited Cotter they would stare in amazement at the engines busily switching across the street from us. I would proudly tell them what L&N, AT&SF, B&O, and other mysterious abbreviations painted on the sides of boxcars stood for. They never saw locomotives close up except when they came to town. We spent many hours, when the yards were clear, balancing ourselves while walking the rails and climbing into empty boxcars, all the while making bright plans for the future. Most of the fellows I met in those years wanted to become railroad men when they grew up, but only a few of them did.

The Depression that began in 1929 hit our town hard. Like most rail centers, Cotter abounded with hobos—refugees from one locality where there were no available jobs en route to distant spots which probably had even fewer jobs. Many were honest boomers out of work, others only pretended to look for employment, and some would sell you a real good dollar knife for a dime, so long as you didn't ask where the knife came from. Now and then my grandmother would invite a drifter into The Eagle and feed him without cost—but only if she thought he really wanted to find work.

Granny and the four girls had lots of gripes about the boarding-house business, among them stinking coal smoke, noisy trains, and dirty, grouchy men. She couldn't hang a wash on the line without it soon getting covered with coal dust. She washed socks for the railroad men, sewed their clothes, and pampered their tastes when she cooked, all at no extra charge. But despite her gripes, I well remember that, at the end, the Missouri Pacific Railroad left Granny; she didn't leave the railroad. That grand old lady passed away nine years ago.

The Eagle is now only a memory. Such things as railroad boarding houses have gone the way of the steam locomotive, the trackside water tank, and the wooden Indian that used to stand in front of almost every cigar store. More than age-blackened and unpainted lumber was taken away in the 1950's when workmen tore down the Cotter roundhouse and filled in the big hole where the turntable was. With them passed a way of life, of which the boarding house was a very real part.

Railroad crews today still eat mashed potatoes, meat, and apple pie, but not prepared with the same gusto that Granny used in serving them. ●

Interesting Railfans No. 49

COLONEL JAMES G. BOGLE

by Freeman Hubbard

He's a military career man.

COLESBURG, Tennessee, in which Jim first opened his blue eyes September 21, 1915, is a railroad town named for Edmund W. Cole, onetime president of the Nashville, Chattanooga & St. Louis (now part of the Louisville & Nashville). From that burg the Centerville branch angles off from the Nashville-Memphis main stem; and an old, wooden, iron-bound, water tank, no longer with a dripping spout, still stands there as a relic of the Steam Age.

Jim's father, the rather stern Garland McC. Bogle (1879-1957), who was on that line, had a long railroad career which also included jobs as clerk, station agent, yardmaster, and finally train dispatcher. According to Edison H. Thomas, manager of L&N News Bureau, the railroaders associated with "Mac" Bogle regarded him as a somewhat difficult taskmaster. Six other members of Jim's family likewise worked for the NC&StL, among them an engineer killed in a wreck.

James G. Bogle grew up to ten at Nashville. Then the family moved to Bruceton in the same state, where his father became yardmaster, and there Jim lived for a decade, absorbing rail lore in those formative years. Bruceton was a division point, with about 1,000 inhabitants, nearly all supported directly or indirectly by the railroad. There the Nashville and Paducah & Memphis divisions met, crews were exchanged, and passengers changed trains. Twice daily, four passenger trains, powered by steam, stood puffing at the station within the passage of an hour. The early evening's big social event was going to the depot to see them.

"Most of my father's service was at night," Jim recalls, "but he rarely failed to meet the early evening trains, rain or shine. Thus I was almost constantly exposed to railroading and it got into my blood. Had it not been for the Depression, I probably would have hired out to the NC&StL upon graduation from high school in 1933; but no jobs were available. So after a couple of years in college I joined the U.S. Army. The biggest mistake in my life was in not completing that college course when I had the chance."

Since then he has been in Alaska, Hawaii, Japan, Korea, Hong Kong, Australia, the New Hebrides Islands, New Caledonia, and the Solomons, all in the Pacific area; he got married, fought in World War II, saw men killed in battle, and won the Bronze Star Medal for Meritorious Service; but will always hold among his bright memories the trains that pulled into and out of Bruceton long ago, and their engines.

There was, for example, the 509, a sleek Pacific with a Vanderbilt tender (Baldwin, 1915). How handsome she looked, with a billowy smoke plume, wheeling train No. 4—a mail car, a combination car, two coaches, and two Pullmans, all steel—en route from Nashville to Memphis, rolling into Bruceton! After stopping at the coal chute, she would steam into the depot at 10:12 a.m.; and while the passengers were getting off and the baggage and mail were being transferred, she would take on water and dump her ashes. Then, with a fresh crew, she'd depart for Memphis at 10:27.

Just prior to No. 4's arrival, train 104 pulled in from Paducah, Kentucky, at 10:05 a.m. behind a ten-wheeler, say, No. 251, Baldwin vintage of 1901, or a venerable Rogers 4-6-0, built in 1898. That train usually consisted of two ancient coaches and a scarred baggage car, all wooden-bodied. She, too, would depart at 10:27 a.m., but for Hickman, Kentucky, and would run on a track parallel to No. 4's for perhaps a mile, then the two trains would cross or switch tracks.

Shortly afterward, at 11:20, train 105 would arrive at Bruceton, followed ten minutes later by train 5, and both would leave at 11:45 a.m., after which the station would be relatively quiet until around 5:00 p.m., when four passenger trains with same destinations as the four morning trains would show up. In the interim, the only active locomotive that Jim Bogle saw would probably be a Decapod switcher, built in 1918 by Baldwin for the 5-foot-gage Russian State Railways. The NC&StL had five of that breed. Each carried two builder's plates, one in English, the other in Russian.

As a youth, Jim would listen to railroad "shop talk," ride in engine cabs and cabooses, and, at times, hop freight trains. Later, he modeled in HO gage. While attending a state college in Murray, Kentucky, he made many trips in the antique wooden coaches of NC&StL trains running between Paducah and Bruceton. Once he rode a redball freight from Bruceton, expecting to get off at Murray, but it proved to be a through run and he couldn't unload until it reached Paducah. He never again hopped a freight.

NC&StL passenger train arriving at Bruceton, Tenn., Jim Bogle's boyhood town, in 1939, with Baldwin Pacific No. 509, built in 1915.
Photograph by James G. Bogle

Members of National Railway Historical Society, in 1962 convention, view the *General*. Jim Bogle is below the engine nameplate and just behind Wilbur G. Kurtz, noted historian and artist. Lower photo shows Kurtz completing watercolor of the *General* at Big Shanty, Ga., April 12, 1862," watched by Jim Bogle (left) and Edison H. Thomas.

Both photographs by Charles B. Castner

(Left) Colonel Bogle n cab of Korean National Railways diesel on a tripp in 1963. Around that time Jim made many photos of Korean locomotives, including (right) No. 30 with train leaving Pusan, headed north for Seoul.

James G. Bogle, Jr., at the time of his high school graduation, with sister Alice. (Below) Their mother and her pet, a contented cat named Tiger.

Both photos by Colonel Bogle

In 1936 Jim enlisted in the Army with the hope of being appointed to the U.S. Military Academy, but that hope failed, and he later obtained a commission through the ranks. After wartime service in the Infantry in the South Pacific, he was transferred to the Transportation Corps and in June, 1963, while serving in South Korea, attained the rank of Colonel.

Back in the 1930's, for almost two years he was a proofreader on an Army recruiting magazine.

With more than 30 years of active military service, the Colonel "walks tall and proud," as the saying goes, is erect like a soldier, and maintains a neat and conservative appearance. Just over six feet in height, he weighs a trim 180 pounds, and has graying blond hair. His expression is usually serious and determined—maybe he takes life too seriously—but his manner of speech is slow and casual—unless, of course, he gets riled up.

"To my mind," comments Charles B. Castner, assistant manager, L&N News Bureau, "he is the perfect image of a Southern gentleman. It is easy to visualize him at leisure on the grounds of *Tara* (the plantation featured in *Gone With the Wind*) or any other white-pillared mansion of the Old South, or leading a gray cavalry charge at Chickamauga or Kennesaw Mountain. I have always found him to be fair and modern in his views on race and other Southern issues."

Jim is health-conscious. While not an athlete or sportsman, he is a firm believer in physical exercise and activity and keeps fit by gardening in the yard of his home at 1749 Dyson Drive, N.E., Atlanta, Georgia 30307, as well as two or three workouts a week in a health club. Each year he gets a physical checkup. He almost never finds it necessary to take medicine, but is no diet crank. "I eat almost anything," he says, "and generally too fast."

For 35 years he smoked cigarettes and pipes. Then in October, 1963, while serving in Korea, he followed the examples of General Eisenhower and President Johnson in cutting out tobacco altogether, and hasn't touched it since.

Meanwhile, in the summer of 1941, while stationed at Fort Benning, Georgia, he had met and fallen under the spell of a blue-eyed blonde, Mary Alice Clark, and had married her the following March. They have two children: James G., Jr., an 18-year-old university freshman, and Alice C., a high school sophomore. According to Edison Thomas, Colonel Bogle does rather well as an amateur carpenter but has no musical talent. When Junior took up guitar playing some time ago, his father said: "He sure doesn't get it from me. I can't sing or play a note."

Mrs. Bogle's interests include a cat named Tiger, the flowers and shrubs in their yard, and a choice collection of chinaware. Like most women, she is no railfan but likes to watch trains now and then.

Jim finds the tempo of life today too jittery, too explosive, too crassly commercial. "There are times," he says, "when I feel like sweeping some problem under the rug, hoping it will disappear. I have often been accused of being too tidy and neat and too anxious to have everything in order. My wife blames this on my military life. She says that when I help her to trim shrubbery I act as if soldiers were standing at attention."

Even with his closest friends, if they

are his elders, Colonel Bogle maintains a quiet dignity, a certain aloofness, due in part to his early home training and in part to his military career. No matter how many interests they have in common, there is always an invisible wall between them. W. Griggs Shaefer of Atlanta, who is 26 years older, once asked the Colonel to call him by his first name. The answer was, "My parents taught me to address my elders respectably and I just can't depart from that training."

"But," according to Shaefer's wife, "Jim has a great capacity for friendship, being thoughtful, considerate, and always willing to help and cheer up his older friends. I regard him as well balanced. He has several hobbies and does rather well in all of them. He is also a perfectionist. This is shown by his manners, dress, and neatness and by the improvements he makes in his home such as cabinet-work, painting, and engineering. But I know of one departure from his 100 percent perfectionism."

Aha, so Jim is human after all! Mrs. Shaefer must have been chuckling softly as she wrote: "After a long stretch in the Pacific, where he hadn't seen a locomotive for two and a half years, he landed in California at the end of World War II and was put in charge of about a hundred troops to bring across the country by train to Fort Bragg, North Carolina, via Chicago. When they stopped in the Denver yards, Jim got off the train to look at the engine, and gave it a close scrutiny. Then he walked back to where he had left his train.

"It was gone! Another engine, coupled onto the rear, had taken it off toward Chicago, leaving Jim alone in the yard with the original engine, absent without leave (AWOL). The train had carried away his personal possessions and the troops he was responsible for. But his mind functioned quickly. Efforts to obtain space on an airplane failing, Jim learned from the stationmaster that he could beat the troop special into Chicago by taking a fast Rock Island limited, and he did just that. With a sheepish feeling he rejoined the troops, and was he lucky! They hadn't missed him—only his good sergeant had, and took care of the situation."

Jim's military service has given him many travel opportunities. "I had two tours of duty in Korea," he says, "and both interested me greatly because of the Korean National Railroad, which until recently was virtually all steam. (The 1965 figures show 1,852 miles of standard-gage track, 275 steam engines, 125 diesels.) Except for two short branches, I have been over the entire system. I have also ridden Japan's railways; they really do a superb job."

He regrets the shrinkage of passenger-train service in the United States. "It appears that the traveling public is not entirely to blame for this; the railroads generally seem eager to get rid of them. Fortunately, a few still cater to passengers. I hope the trend may be reversed, as it has been in France, before we lose this mode of transportation altogether. As our population grows, passenger trains in some form become increasingly necessary. If the trend is not reversed soon, the cost of re-creating them will be very heavy."

Jim has a passion for history, which he shows in all three of his main hobbies: railroading, the Civil War, and photography. One of his best friends is Wilbur G. Kurtz, Sr., artist and historian, son-in-law of the conductor who, in 1862, chased and caught up with the locomotive *General* which the Andrews raiders had stolen. Kurtz maintains that one should specialize in the history of his local area rather than generalize on a broader scale.

The colonel is following this advice. "I confine my avocations largely to the southeastern United States," he explains, "more specifically to the NC&StL; one of its predecessors, the Western & Atlantic, and its successor, the Louisville & Nashville. Also the Andrews raid and the Civil War's Atlanta campaign. All these are inter-related and close to home."

In line with his local interests, Jim is enthused over the Stone Mountain State Park, some 18 miles from Atlanta, and is a stockholder in the Stone Mountain Railroad, which operates 5 miles of trackage. A great admirer of Kurtz, who is now 84, he has several of the latter's watercolors depicting various phases of the Andrews raid. Every few days Jim drops by to see him.

"One August evening in 1954," Kurtz reminisces, "a telephone caller asked if he could come to my residence to discuss the Andrews raid. I said yes. We had a long and pleasant evening, which marked the beginning of a friendship of more than twelve years. We both had a field day when the State Centennial Commission and the L&N Railroad arranged the run of the *General* from Atlanta to Chattanooga. It was an unforgettable spectacle."

Mrs. Kurtz, too, is devoted to Jim Bogle, but she can't forget the time she was urging her husband to get his hair trimmed before attending a family wedding, and the Colonel said: "People get married every day and I don't see any need of making such a fuss over it. There are things more important than a haircut."

Jim says: "My most relaxing source is books. I enjoy reading and have a rather nice collection of books, including some 400 titles in the railroad field. I have 31 books written by Lucius Beebe himself or in collaboration with Charles Clegg—all but one or two of the earliest. Also, I have every issue of the *L&N Magazine* since its inception in 1925, all bound, and a complete file of the *NC&StL Railway Bulletin*, also bound. My Civil War collection of about 400 books includes many relating to the Andrews raid. My library has 800 other books, too, including bound volumes of the *National Geographic Magazine* since 1907."

"His railroad room is a veritable museum," Ed Thomas reports. "He frames everything that might be viewed better that way. His bills for framing and bookbinding must be fantastic. The entire room is full of books, pictures, slides, and other railroadiana. Probably he has a copy of every picture of the *General* he has ever seen. Among his material is one of the largest collections of NC&StL steam-engine photos to be found anywhere and possibly the most

Colonel Bogle snapped this shot of NRHS convention special on the Cass Scenic Railroad last September 2nd, with Shays 7 and 4 wheeling six cars up a grade.

Once-powerful driving wheels of 4-8-4 No. 576, class J-3 (Alco, 1942), one of the NC&StL's last modern steam engines, on display in Centennial Park, Nashville, Tenn. She attained speed of 90 miles per hour on Chattanooga Division. Photograph by Colonel James G. Bogle

Colonel Bogle (right) made this photograph of himself and Wilbur G. Kurtz, Sr., at the Ohio monument to the Andrews raiders in the National Cemetery at Chattanooga, Tenn. Surmounting the fine sculptured pedestal is a replica of the *General*.

complete W&A collection outside the Georgia State Archives. In fact, he has copies of much of the Archives material, too, and I wouldn't even guess how much L&N stuff."

Once he remarked to Ed Thomas: "My wife wouldn't know what to do with all this material I have collected. She hasn't the slightest idea of its value." When Ed mentioned that to Mrs. Bogle, she replied: "Jim hasn't the slightest idea of the value of my chinaware collection, either."

"Among my 'pet peeves,'" Jim says, "is the general lack of pride in accomplishment that society as a whole seems to have today. The popular attitude could be summed up with the injunction that you should do only enough work to get by or as little as you can do without getting caught. As for television, I feel that this is one of our lowest forms of entertainment and the most wasteful consumption of one's time. I seldom watch TV. I hope never to see the day when I can't better use my time then to sit glued to a TV screen, exposed to low-grade programs and stupid commercials."

He belongs to the Railway & Locomotive Historical Society and the Atlanta Chapter of the National Railway Historical Society. Also the Atlanta Civil War Roundtable, the Altanta Historical Society, the National Defense Transportation Association, and a Masonic lodge. Furthermore, he enjoys writing and aims to do a history of the NC&StL Railway. For years he has been a subscriber to *Railroad Magazine* and *Trains*.

"Being most interested in the historical aspects of railroading and the days of steam," he says, "I naturally prefer *Railroad,* which impresses me as a magazine written in a warm and friendly manner for the rail enthusiast (I prefer this term to *fan*) and railroad employe. Its features are informal and more readable because of their human interest. *Trains* impresses me as being colder and more impersonal. I do favor *Trains,* though, for its slick paper and higher class of advertising."

Asked how he'd most like to be remembered, Colonel Bogle says: "As a soldier, a man who served his country for all of his adult life with honesty, integrity, and a fine sense of duty." ●

FROM ATLANTIC COAST LINE NEWS

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

INFORMATION BOOTH

1 *Is it true that the Canadian Government has halted the abandonment of railway mileage?*

Yes, for a period of 8 years, but this order affects only 17,000 miles of prairie lines. Canada has left 1,839 miles of track in other provinces open to immediate abandonment applications by the railways. This move, ending the six-year freeze on branch-line abandonment on the prairies, is designed to guarantee farmers a network of rail services until Jan. 1, 1975.

Detailed maps showing protected and unprotected lines have been filed with the Board of Transport Commissioners as a statement of Government policy.

Transport Minister J. W. Pickersgill assured the House of Commons in Ottawa that fears of a wholesale ditching of branch lines in the West, which would have been possible under proposed new railway legislation, would be erased by a guaranteed network.

The legislation would give the railways the right to abandon any line they could prove was losing money. It would be retained only if the Government decided it was in the public interest, and in such cases the Treasury would pay for resulting deficits.

A so-called voluntary freeze on branch-line abandonment in the prairie region was underaken by the railways six years ago at Government insistence. At that time, the railways had applied to scrap 4,215 miles of prairie line: 3,178 on the Canadian National and 1,037 on the Canadian Pacific. This freeze has been replaced by the guaranteed network.

In selecting lines for the eight-year protection, the Transport Department considered traffic volume and the availability of alternate service. Lines carrying more than 50,000 bushels of grain shipments per mile are protected.

None of the unprotected lines has regular passenger service. One, forming the direct route between Saskatoon and Melfort, Sask., provides a twice-weekly passenger coach service on a freight train.

The mileage of unprotected lines, which the railways likely will seek to drop as soon as possible, breaks down this way: Manitoba: 412 miles of CNR track, 86 miles of CPR. Saskatchewan: 585 miles CNR, 393 miles CPR, and 31 miles of joint trackage. Alberta: 137 miles CNR, 193 miles CPR.

2 (a) *How many passenger-train cars do American railroads own?* (b) *How many freight cars?*

(a) About 21,000; but only some 12,000 of them, including 1,600 sleepers, actually carry passengers. The rest are baggage, mail, express, or service cars. In the late 1920's, the Golden Years of rail passenger service, the total was 62,500, including 9,287 sleepers. (b) Nearly 1.8 million units, enough to form a train 15,000 miles long.

3 *I am looking for the 8-line poem "Acrostic," in which the initial letters of each line spell word "Engineer."*

Look no further. Our files contain hundreds of old railroad poems and that is one of them. It came from the *Locomotive Engineers' Monthly Journal* of March, 1869.

E'er you start your iron stallion
Notice how the valves are working;
Gauge your steam to strictest orders,
In your fireman see no shirking,
Nicely oiling up your engine.
Every crossing ring your warning,
Easy toil while into danger
Riding, noon and night and morning.

4 *What is meant by "ruling grade"?*

Ruling grade is the degree of steepness of an uphill track. It determines the maximum tonnage that a given horsepower can haul up the line.

Photograph by Arthur T. Knowles

"Run-by" of Canadian National 4-8-2 No. 6218 on Railroad Enthusiasts' trip out of Portland, Maine, last Oct. 2nd: 14 cars, 800 riders (400 turned away).

5 *We know that some U.S. railroads long ago issued paper currency. Did any Canadian rail line do so?*

Yes. The Champlain & St. Lawrence, Canada's first railway, issued a paper bill that was negotiable at the City Bank of Montreal for 50¢ in cash, three French francs, or two English shillings, six pence. Like most railroad currency, it pictured a locomotive and train.

Today, in Canada as in the States, the Federal Government strictly controls the issuance of all currency, but for many years various corporations, including railroads, issued their own paper bills and scrip, some of which could be spent in company stores or exchanged at railroad offices for tickets.

Numerous railroads also put out "pie cards" which entitled their employes to meals in certain restaurants and kept boomers from starving before their first pay day on a new job. Some roads also issued round wooden tokens with which the crews of woodburning locomotives bought fuel for their engines at wayside stops. About 100 years ago railroad paper currency began to get scarce; then wooden tokens gradually vanished, but the use of pie cards lasted into the present century. These various items, if genuine, are much sought after by collectors. Now and then dealers in railroadiana reproduce and sell the old currency as a novelty.

6 *I understand that 48,000 persons are killed annually by motor vehicle accidents in the U.S.* (a) *Is that correct?* (b) *How many are injured?*

(a) In 1965, about 49,000 were slaughtered on the highways. (b) Reportable injuries in that year totaled 1,800,000. These fantastic figures, bad as they are, are steadily getting worse. Apparently most Americans would rather pay an average of 12 cents a mile to drive their own cars, regardless of the risks involved, than ride trains safely and comfortably for about 4 cents a passenger-mile.

Here's an example of what is happening. Forty years ago the new, 3-story, Dallas Union Terminal was a showplace, with its own ice plant, its own bakery (not merely a store), and a dining hall that seated 300 persons. It boasted more than 100 train arrivals daily and just as many departures, on 8 railroads, serving over 4,000 passengers every 24 hours. Today the big half-empty building is up for sale. Only 3 railroads are using it, the only ones in that area which still carry passengers, and they can no longer afford to operate it. Dallas train arrivals per day have been cut to 8, with 8 departures and only 100 or so passengers daily!

We wonder how many men, women, and children were killed on the highways in and around Dallas last year. How many of those casualties could have been avoided if people had ridden trains instead of automobiles?

7 *Was New England's first locomotive a woodburner?* (b) *When did that area get its first coalburning engine?*

(a) Yes; the *Meteor* began operating April 4, 1834, out of Boston on the Boston & Worcester (now in the New York Central system) with a speed capability of 20 miles per hour. (b) In 1849; built for the B&W at Baltimore, Md., and patriotically named *The Carroll of Carrollton* for a man who had signed the Declaration of Independence.

Norfolk & Western photograph

Norfolk & Western's *Powhatan Arrow*, shown at Lynchburg, Va., now has dome car.

8 *I read in a British book that it was difficult for prospective passengers to buy train tickets in early days of the London & Manchester Railway. Please explain.*

The demand for rides on that pioneer English line at times exceeded the number of seats available, so the L&M issued this regulation:

Any person desiring to travel from Liverpool to Manchester or vice versa must, 24 hours beforehand, make application to the Station Agent at the place of departure, giving his name and address, place of birth, age, occupation, and the reason for desiring to travel. The Station Agent, on assuring himself that the applicant desires to travel for a just and lawful cause, shall thereupon issue a ticket to the applicant, who shall travel by the train named thereon.

9 *Name the shortest rail line that ever reported to the Interstate Commerce Commission.*

Probably the Island Railroad, .13 mile, an independent company serving its own coal docks. That was in the 1890's, when the nation had 23 railroads of less than one mile, all but 3 of them in the Northeast, reporting to the ICC. They included Martin's Creek Railway, in New Jersey, .14; its twin in Pennsylvania, .15; the New York Central, Hudson River & Fort Orange, serving a paper mill near Castleton, N.Y., .6, and the Chicago & South Bend, .91.

10 *Where can I find active or stored steam engines in Louisiana?*

We put your question up to Wilburn T. Golson, 5465 Washington Ave., Baton Rouge, La., 70806, who supplies the following list:

Dardanelle & Russellville No. 10, formerly Isthmian Canal Commission 278, a Mogul (Cooke, 1907), on display in Ford Park, Shreveport.

Victoria, Fisher & Western No. 7, ex-Fisher Lumber Co. 7, woodburning 2-6-2 (Baldwin, 1907), in use at Fisher 6 to 9 a.m. weekdays.

La. & Ark. 99, ex-La. Ry. & Nav. Co. 99, ex-Monroe Sand & Gravel Co., 2-8-0 (Baldwin, 1910), stored at West Monroe.

Olin-Mathieson No. 3, ex-Brown Paper Mill No. 3, 2-6-2 (Baldwin, 1927), displayed in park at Monroe.

O-M No. 5, ex-BPM No. 5, ex-USA 4002, 0-6-0 (Alco, 1924), stored at plant, West Monroe.

2-truck Heisler (1920), Geo. B. Franklin Lbr. Co. No. 3, ex-Hollybridge Lbr. Co. No. 3, ex-Chess & Wymund Co., stored at Hollybridge.

2-truck Heisler (1926), Rogers Lbr. Co., ex-Angelina Hardwood Co. 1037, ex-Kitchen Lbr. Co. (Tenn.), stored at Ferriday.

Midstate Material of La. 509, ex-La. Midland 509, ex-La. & Ark. 509, 4-6-0 (Baldwin, 1913), stored at Valde Rouge.

MM 69, ex-Rapides Gravel 69, ex-Calcasieu Long Leaf Lbr. Co. 69, 2-6-2 (Baldwin, 1924), stored at Valde Rouge.

Crowell-Spencer Lbr. Co. 106, ex-Red River & Gulf 106, 4-6-0 (Baldwin, 1923) stored at Longleaf Jct.

Crowell-Spencer Lbr. Co. 400, 4-6-0 (Baldwin, 1919), stored at Longleaf Jct.

Crowell-Spencer Lbr. Co. 202, ex-Meridian Lbr. Co. 202, 2-6-0 (Baldwin, 1923), stored at Longleaf Jct.

C. Wm. Witbeck No. 5, ex-Calcasieu Paper Co. No. 5, ex-Industrial Lbr. Co. No. 5, 2-6-2 (Baldwin, 1912), sold, stored at Elizabeth, pending move.

Hartford Lambright No. 107, ex-Calcasieu Paper Co. 107, ex-Oakdale & Gulf, ex-Ind. Lbr. Co., 2-6-2 (Baldwin, 1919), stored at Elizabeth.

Jim Bowie Museum No. 709, 4 previous owners, originally Weil Gutman Supply Co., 0-4-4T (Davenport, 1911), displayed on Opelousa courthouse lawn.

High steel bridge of the Keeseville, Ausable Chasm & Lake Champlain Railroad.
Collection of the Rev. Roderic D. LaWall

Texas & New Orleans 743, class MK-5, 2-8-2 (SP, Algiers, 1921), displayed in park, LaFayette.
Suttons Salvage, Levert-St. John plant No. 3, ex-M. A. Patout & Sons, 3-ft.-gage 0-4-4T (Porter, 1910), displayed at New Iberia.
SS 319, ex-Vermillion Sugar No. 2, ex-T&NO 319, ex-Houston & Texas Central 319, 4-6-0 (Cooke, 1900), stored at New Iberia.
South Shore Railroad 507, ex-La. & Ark. 507, 4-6-0 (Baldwin, 1912), at Jackson, partially stripped.
W. E. Butler No. 1, ex-Westfield Plantation, 30"-gage 0-4-4T (Porter, 1897), Butler estate, Ponchatoula.
Harry Gamberg No. 3, ex-Westfield Plantation, 30"-gage 0-4-4T (Porter, 1908), private owner, Alexandria.
National Sugar No. 3, ex-Godchaux No. 3, ex-Lafourche, Raceland & Lockport, 3-ft.-gage 2-4-4T, ex-0-4-4T (Baldwin, 1898), displayed at Reserve.
La. Cypress Lbr. Co. No. 1, 2-6-2 (Porter, 1921), stored at Ponchatoula.
La. Cypress Lbr. Co. No. 3, ex-Careyville & Northern, ex-Lyon Cypress Lbr. Co., 2-8-0 (Porter, 1914), displayed at Ponchatoula.
W. E. Butler 99, ex-Longleaf Plantation, ex-Longview Sugar, 3-ft.-gage 0-4-4T (Davenport, 1911), in use at Ponchatoula.
W. E. Butler No. 6, ex-Crane Iron Works, ex-Slidell Brick & Tile, 30"-gage 0-4-0T (Davenport, 1911), in use at Ponchatoula.
Black Sand & Gravel 333, ex-Illinois Central 333, 0-6-0 (Cooke, 1918), stored at Ryan Airport in Baton Rouge.
Standard Sand & Gravel 72, ex-Gaylord Container, ex-Gulf, Mobile & Northern 72, 4-6-0 (Alco, 1914), stored at Franklinton.
No. 842, ex-T&NO 842, 0-6-0 (Lima, 1924), stored at Franklinton.
Willis Short Line RR. 200, ex-Cinclaire Sugar, ex-Texas & Pacific 200, 4-6-0 (Baldwin, 1889), is now stored at Enon.
No. 124, Green Brothers Sand & Gravel, ex-T&NO 124, 0-6-0 (Baldwin, 1913), is now Franklinton.
Kevitt-Real Sand & Gravel No. 2, ex-Sun Gravel Co., ex-US Navy No. 2, 0-4-0T (Vulcan, 1917), stored at Sun.
T&NO 745, 2-8-2 (SP, Algiers, 1921), displayed in Audubon Park, New Orleans.
Bisso Coal & Towing Co. No. 2, ex-T&P, ex-MP Transfer RR., ex-Trinity & Brazos Valley 76, 0-6-0 (Richmond, 1907), abandoned on levee in New Orleans.
M. A. Patout Sugar No. 5, 3-ft.-gage 0-6-2T (Dickson, ?), stored at Patoutville.
M. A. Patout Sugar No. 4, 3-ft.-gage 0-4-0T (Porter, 1920), stored at Patoutville.

11 *In the early days, when U.S. railroads had a variety of gages but no container units, how was long-distance freight shipped by rail?*

Ordinarily, such freight had to be unloaded and reloaded for every change of gage. But in January, 1864, a demonstration freight car ran clear through from Boston to Chicago. It was so equipped that wheels could be adjusted on the axles to fit minor differences in gages. Such an adjustment could be made in five minutes' time. By 1887, every important railroad in the country had adopted standard gage (4 feet, 8½ inches) while some roads were using double-gage cars or a third rail that gave the track an additional gage.

12 *Was there anything distinctive about the Keeseville, Ausable Chasm & Lake Champlain Railroad in upstate New York?*

Yes, it was reputedly the shortest electric railway ever to use third-rail. Not only that but its construction, in 1890, included a spectacular engineering project, namely, a high steel bridge spanning the famous Ausable Chasm. The railroad was 4.4 miles long.

At first the road operated only a small steam locomotive, a few open-ended coaches, and sundry freight cars, and was called the "push and pull line" because it had no turnaround facilities. But it gave vacationers a way to reach the Chasm. Groups from big cities would charter plush Pullmans from various roads for through service to the scenic wonder via the KAC&LC and the Delaware & Hudson, to which it connected. Although single-tracked, the shortline boasted a 3-track terminal and a small locomotive- and car-shop. The D&H handled its major repairs.

In 1905 the KAC&LC laid a third-rail along its track and, as a safety measure, installed trolley wire in the yard. Then it bought a double-truck, interurban, freight trolley from the J. G. Brill Car Co. of Philadelphia, Pa., and numbered it 3. This car was equipped with both trolley poles and third-rail shoes. But the line's high-speed interurban era soon ended. Many power failures caused delays and costly repairs, so in 1911 it was de-electrified. Reportedly, car No. 3 was sold to an interurban company in the Albany area.

Two years later the KAC&LC acquired a larger, heavier steam locomotive. By that time, however, automobiles and paved highways had begun to cut the shortline's revenue; and in 1924 the entire road was abandoned. Even for the last run, only a handful of people turned out. Several years afterward, the old rails were ripped up and, with the rolling stock, were sold for scrap. In about 1931 the high trestle was dismantled, according to the Rev. Roderic D. LaWall, pastor of the First Baptist Church, Keeseville, N.Y. 12944, and member of the NRHS, who supplied this information.

13 *Can you print the old railroad poem, "Twenty Years Ago"?*

Yes. A veteran telegrapher must have written it but we don't know his name or when he wrote it.

I've wandered to the office, Tom; I've sat down at the key
Upon the same old railroad that knew both you and me;
But none were left to greet me. Tom, and few were left to know
Who pounded brass upon the pike some twenty years ago.

The jobs were just as few, Tom, the students many more
Were plugging the same old key, where we plugged years before;
The agent old sleeps in the earth, which when the wires were low
Afforded us a circuit there, some twenty years ago.

The dear old place is altered now, they have a brand-new table,
Its predecessor "hayed" us up whenever we were able;
But the same old sounders on that desk, with voices growing low,
Was music to our ears, dear Tom, some twenty years ago.

The cedar poles are larger now, the wires they carry more,
Much better than they used to be when we took down their "roar,"
The station park is ruined now, where once we played the beau
And flirted there with pretty girls, just twenty years ago.

My eyes are growing dim, dear Tom, my steps are not so free,
It's few old-timers now I know, excepting you and me;
And when our time shall come, Tom, and we are called to go,
I hope they'll lay me where we "hammed" some twenty years ago.

Running Extra

An undersea tunnel connects the Japanese islands of Honsru and Kyushu, reports Eddie Mulligan, 1084 S. State St., Salt Lake City, Utah, commenting on item 18 in our October department. He says German engineers laid it out in 1920-'24, and private capital and the then Imperial Government of Japan financed it.

"You can board a train in Tokyo on

HANGMAN'S TREE ALSO SERVED AS FREIGHT DEPOT. BACK IN 1880'S, WHEN MURDERERS WERE EXECUTED HERE SEABOARD AIR LINE HAD NO STATION IN THIS PART OF FLORIDA. SHIPMENTS WERE REGULARLY TAGGED, "PUT OFF AT THE BIG MULBERRY TREE." THAT'S HOW TOWN OF MULBERRY GOT ITS NAME. OLD TRACKSIDE TREE IS STILL STANDING.

Pen sketch appeared in Joe Easley's *Along the Iron Pike* last January. Photo shows old Hangman's Tree at Mulberry, Fla., as it looks today, with SAL and ACL tracks. Town is doing its best to preserve landmark.

Photo by Theron Mikell, 5209 18th St., St. Petersburg, Fla. 33714

Honshu Island and ride all the way to Sasebo on Kyushu," Eddie states. "In 1951, when I was on duty with the U.S. Navy Reserve in Japan, the trip took about 8 days. As this was during U.S. military occupation, our forces supervised all of Japan's transportation. The tunnel had a complicated track pattern with 3 different gages. The two islands I mentioned have railways of at least 4 separate gages. Nearly all of Japan's railways are owned by rich private families or large corporations but are tied into a national system. Hokkaido, largest and northernmost of the Japanese islands, is the only one in the group that uses our standard gage and American-type rolling stock."

With regard to recent notes on skew arch bridges, Warren B. Crater, Jersey Central engineer, 270 W. Colfax Ave., Roselle Park, N.J., tells us about the one in Elizabeth, N.J., which carries the Pennsy main line over a street parallel to the CNJ main line, right at the Elizabeth station.

"Its stones are cut square and each course is skewed to produce an angle which appears to be about 170 degrees," he writes. "I cannot envision the stones cut out to a skew angle as O. Chase described; such an arch would surely slip. The Elizabeth bridge was built in 1894 as part of the grade separation which at the time was hailed as an engineering marvel but which for many years has been ridiculed as a serious impediment to automobile traffic, due to low clearance and narrow streets. Large trucks have to squeeze through the centers, blocking traffic in both directions. Many trucks bear scrape marks showing that they didn't quite make it. But these trouble spots may be replaced at some future date when renewal of the business district gets beyond the argument stage."

Will someone please supply Clifton E. Hull, 203 E. 16th St., North Little Rock, Ark. 72114, with a list of the engines used on the special fast train operated by the Santa Fe for "Death Valley Scotty" from Los Angeles to Chicago, in July, 1905?

"Who can tell me anything about the Pickering and Coose Bay lumber railroads?" asks H. L. Powell, P.O. Box 9591, Jacksonville, Fla.

Query from Viet-Nam: "Where can I get blueprints, photos, or dimensions of the Rock Island steam car built by Alco?" asks Fred K. Tolliver, ENC(SS) 752-32-54, U.S. Naval Supply Act., QW1-NHON, APO 96328, San Francisco. "Your July '66 issue carried a broadside view of it. I want to make an O gage model of this car."

"I believe that before World War I the Santa Fe operated two passenger trains, nicknamed respectively "Saint" and "Angel", between San Francisco and Los Angeles via Barstow," writes Donald Taulor, 309 E Street, Eureka, Calif. "My information is that even though those trains traveled many miles out of their way, their elapsed time was less than that of the Southern Pacific's *Lark* and *Owl*. If I am misinformed, will some reader please set me straight?"

C. T. Svobodny wanted to know the meaning of "P&RR Co." and "Sch Canal Transpn line," inscribed on an old red, celluloid, meal check. According to Hugh F. Stephens, 178 Roseland Ave., Caldwell, N.J. 07006, they probably stand for Philadelphia & Reading Railroad Co. and Schuylkill Canal Transportation Co. Says he: "P&R controlled a huge complex of railroads, canals, water supply companies, coal lands, mining companies, tramways, power plants, docks, etc. Through its chief subsidiary, the P&R Coal & Iron Co., it owned entire towns, including the miners' homes and the town (company) store. They issued 'pie cards' and allowed the miners credit at the company store or paid them in scrip, cashable at the company store. For many years this powerful organization was famous (or infamous) because of its Coal & Iron Police which helped to break up a militant group known as the Molly Maguires."

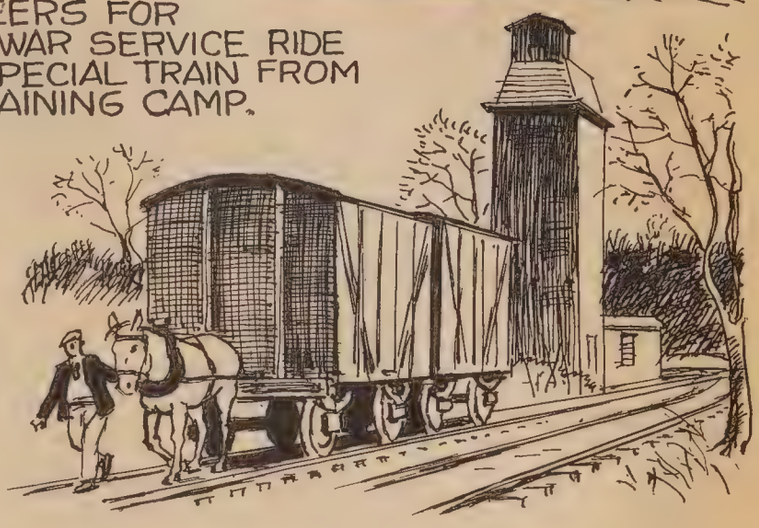
This appeal comes from Mrs. Cleave Jennings, 214 Ellsworth St., Lafayette, Ind.: "In the fall of 1920 my father, Ira Taylor, a fireman, was killed in the wreck of a North Western passenger train near Hospers, Iowa. The engineer, A. H. Hedding, also was killed and several men were injured. This happened just before I was born—and my mother then returned to Indiana. I would appreciate hearing from anyone who has information about my father or remembers the wreck."

ALONG THE IRON PIKE

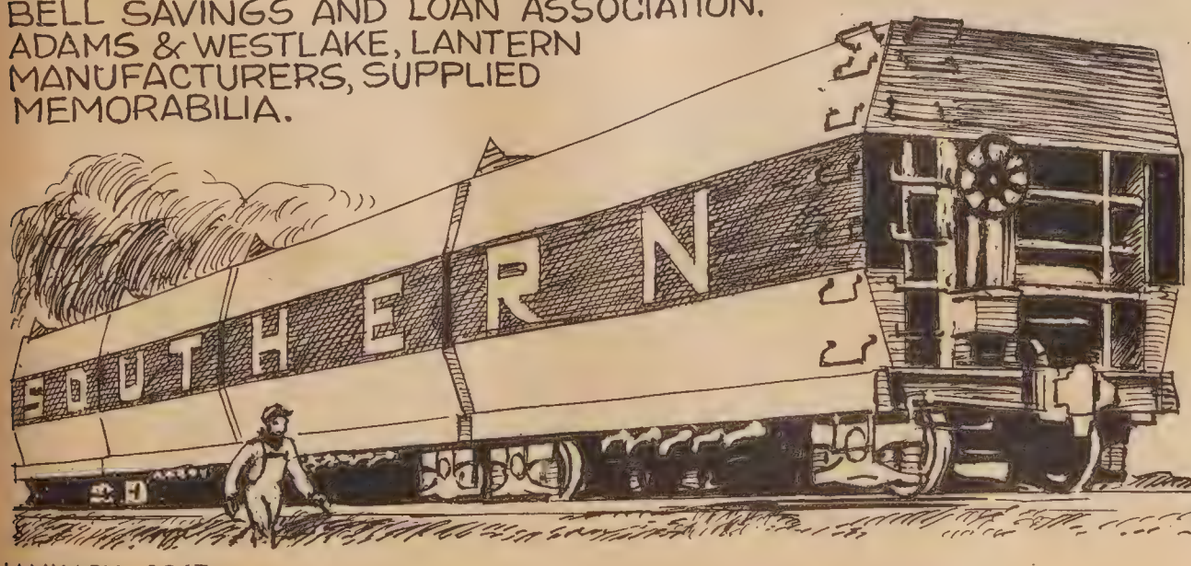
by Joe Easley

JULY 6, 1898: VOLUNTEERS FOR THE SPANISH-AMERICAN WAR SERVICE RIDE A GREAT NORTHERN SPECIAL TRAIN FROM WILLMAR, MINN., TO TRAINING CAMP.

LOCOMOTIVE BELLS AND TRAINMEN'S LANTERNS EXHIBITED IN CHICAGO BY BELL SAVINGS AND LOAN ASSOCIATION. ADAMS & WESTLAKE, LANTERN MANUFACTURERS, SUPPLIED MEMORABILIA.



HORSE IS USED IN SWITCHING SHANNONVALE FLOUR MILL ON A SPUR OF THE IRISH TRANSPORT CO. MAIN LINE.



WORLD'S NEWEST AND LARGEST FREIGHT CAR, SOUTHERN 100, IS REALLY A SERIES OF FOUR PIN-JOINTED ALUMINUM UNITS LINKED TOGETHER, WITH TOTAL COAL-CARRYING CAPACITY OF 260 TONS.

RAILROAD TOWN

fiction story
by BLANCHE MOSLER

EVEN a deaf man, looking toward Cedar City from a distance, would have known it was a railroad town, with its dark pall of smoke forever drifting up against the sky, its drab roundhouse squatting possessively in the valley, and its long lines of steel rails, here and there catching the glint of sunlight, that stretched interminably to the north and south.

Not, of course, that there weren't other families besides railroaders living in Cedar City. There were mill hands, merchants, clerks, and the usual sprinkling of professional men, all with their women and children. But the incomes of those other people depended largely upon the payroll received by the men in overalls and those in dark blue uniforms with brass buttons.

The fortunes of Cedar City, almost as far back as its oldest inhabitant could remember, rose or fell according to the fortunes of the men who ran the great steaming engines and those who, emerging with lunch pails and greasy overalls from the roundhouse at quitting time, overhauled those same great engines. And that included "Snowball," the colored roundhouse helper, who

swung out of that ugly circular building, along with his fellow workers, when the whistle blew, feeling a certain pride at being part of something vital, something that mattered tremendously.

And Sam Fuller, the spic and span Negro chef in a white jacket, who caught the lowest step of the diner with the agility of a cat—well, Sam was a man of importance, too. He was a railroader like the rest. Every time the *Silver Lance* pulled out of the depot in that silky purring way it had, with Timothy McKee at the throttle, Sam could be seen resplendent and beaming as he waved a farewell like a conductor's highball.

Mostly he waved to a slim, oval-faced mulatto who needlessly used preparations for straightening her hair and further prettied herself with crimson lipstick and rouge. "A classy yaller gal,' the switchmen termed Susie Johnson, sometimes with more secret admiration than they would have cared to admit.

Yes, Cedar City was a railroad town all right, boasting that peculiar hum of activity which characterized division points on a trunk line. Perhaps it was on a Saturday night that you viewed it to best advantage. Then all the stores were open late, and just about everybody could be seen at some time during the evening strolling leisurely on Railroad Avenue, which was the town's main thoroughfare.

When you walked in that careless manner up the brightly lighted avenue, you usually proceeded as far as the depot; then you crossed the street, turned around, and went back down the other side. By following this itinerary, you managed to see almost every shop window in town, as well as all of the Cedar City citizens who might be sitting comfortably in parked automobiles along the curb. By the time you reached the depot, there really wasn't much to do but to turn around. At this point the tracks completely cut off that end of town and there was nothing on the other side but dirt road and trees curving like a long green snake following the river.

The more prosperous residents owned automobiles, which were not nearly so common in those days, fifty years ago, as they have become since. Such people also followed this route set down by those who only walked. Important citizens, they drove slowly with a studied carelessness, one hand resting easily on the steering wheel, the other free to wave a neighborly greeting here and there.

Upon any Saturday night, on turning around at the impressive depot with "Cedar City" painted on each end of it in large black letters, and about which beds of red and yellow cannas were planted each year to give the station a neat look, the townsfolk could hear the hissing steam that surged out of stubby smokestacks and could see the bright lanterns of switchmen waving back and forth along the rails.

One Saturday night in late August of 1916, "Doc" Peters, guiding his mare through Railroad Avenue traffic, chanced to see Terry Collins and Katherine Warren at the precise moment that he had been thinking about them. Terry, with his arm linked in Katherine's, was going into Smasher's Drug

Store, where every fellow and girl in town knew you could get the best ice-cream sodas and banana splits.

Terry was a tall, handsome, Irish lad. "Speed" Warren had taken him in years before and treated the boy as his own son after Terry's father, an engineer, had been killed one stormy night on a fast freight headed south. The orphan's father, like Speed, had been one of those hard-working, hard-fighting railroaders; the sort that made the Brotherhoods what they were now. Such men, by battling stubbornly for their rights, regarded their organizations as almost sacrosanct.

At times, through the difficult years of the long hard struggle, Charlie Collins—Terry's "old man"—and his friend Speed Warren had come face to face with the threat of strikes. Then, as a matter of course, they had prepared to climb down from the mighty engines, forgetting work, pay, everything in the world but their ideals—keeping the Brotherhood intact. "No break in the ranks," had been the ringing cry of hoggers then; and there seldom was. A railroader who didn't stick to his brothers was, as any of the ancient generation would tell you bluntly, "a damned scab."

"Railroadin'" had come a long way since then, with more pay and better working conditions—blessings that the younger generation of railroaders, like Terry, were somewhat inclined to take for granted. They understood in a way, but not half clearly enough, that it had been the veterans, now stoop-shouldered and with graying hair, who had fought for all this.

AND so in the summer of 1916 the Brotherhood was still fighting, reaching out for an eight-hour day, which had in the beginning been only a faraway dream. During the long dragging days, Cedar City had grown tense . . . waiting.

Doc Peters, watching Terry and Katherine walk into Smasher's Drug Store, sensed the tautness even in the Saturday night bustle. Threat of a strike hanging over a railroad town was a serious thing. Only the day before, President Woodrow Wilson had taken a hand in the matter, so grave had it become; but even his appeal both to employers and men had resulted in no agreement.

The labor leaders had gone on with plans for a general strike, and an order had been sent out that after seven o'clock on the morning of September fourth no freight or passenger trains would run.

Doc Peters was too far away to observe the troubled frown etched between Terry's gray-blue eyes, but Katherine could see it. A tall, lissome creature she was, with shining red-gold hair and green eyes.

This night it seemed to Terry that all of life was against him. Perched on a high stool at the fountain at Smasher's, he was thinking how, a few years ago, he had followed in his father's footsteps. As callboy and engine wiper, he had labored patiently; dreaming, as his father and Speed had likewise dreamed when they were youngsters, of the day when he would start "firin'"; of the day, still further in the future, when he would be an engineer, proud and confident, with a steady run.

Only this summer Terry had been promoted to firing for "Tipsy" McKee, an ancient cuss who could hold his liquor and thunder along on a giant 4-8-2 with the best of them. Terry now was making pretty good money; enough, he figured—musing a bit on the swift passing miles when he shoveled coal into the firebox and only half-listened to Tipsy's comments in the cab—to marry Katie Warren and have a home of his own.

Now, due to the strike threat, these hopes were pushed into the background. His lean shoulders slumped a little. There was no laughter on his lips this night nor mischievous twinkle in his eyes.

"What's wrong, Terry?" the redheaded girl asked, knowing well enough what was wrong. She didn't look at him but watched the white-coated soda jerker concoct a chocolate nut sundae with precision and exactitude.

"Oh, nothing," said Terry.

"But there is," she persisted "Let's not go to the movies tonight, Terry."

"All right."

On the way home, as if Katherine didn't know already, it had all come out like a pent-up torrent tumbling over a dam.

"It's the strike, that stupid strike! It's set at last for September the fourth. Well," he turned and looked straight at the girl, almost angrily. "I'm not going out!"

Katie felt suddenly hurt and disappointed there in the darkness.

He went on hurriedly. "I'm not giving up my job. Why, good Lord. Katie, I *worked* to get where I am. I slaved in that damned roundhouse and did lots of things I hated so that some day I'd be on an engine with a regular run. Well, I've got that run now and no strike is going to take it away."

Talking vehemently, he didn't notice until later that Katherine's slim hand had slipped from his and she had moved farther away from him.

"Why," he said impatiently, "it's only now that I'm in a position to ask Dad if we could be married."

Terry always called Speed "Dad," as he used to call his dead father, old Charlie. Katherine, conscious of the moon filtering through the leaves and making dancing patterns on the white sidewalk as she sauntered along Railroad Avenue in silence. At length she said, lifting her head proudly.

"There are a lot of things Dad hates too, Terry, but he'll be going out when the time comes."

Turning at Seventh Street they were in the block of neat frame houses where the Tipsy McKees lived, the yellow paint of their cottage looking white in the moonlight. A single light was burning in back.

A few doors farther on, they passed the home of Sally McGuire, Cedar City's best milliner, who traveled to St. Louis twice a year to find out the latest in fashions in ladies' hats; and following such journeys made seasonal bonnets for the well-dressed women. Sally's house was quite dark. It being Saturday night, she was still downtown in her shop known as the "Bon Ton."

PASSING the milliner's little house made Terry remember something that had happened at the roundhouse that afternoon. In that semicircular world made up of tracks and locomotive stalls, he had run into old Amos Letmate, just in from the north. Amos, climbing down from his engine a trifle wearily, had found Snowball, the colored helper, at his side grinning. Amos, who used to be from "up the line" but wasn't any more, paused to mop perspiration from his face with a red bandanna.

Because of seniority, Amos had cheerfully "bumped" another hogger taking his run, and now was living in Cedar City closer to Miss Sally, the milliner, whom some said he was going to marry if he ever got around to it. The old engineer, in the midst of humming his favorite tune, "The Wreck of the Old 97," had grinned back at the Negro. Then spying Terry, he boomed: "Hi lad, how's railroadin'?"

And Terry said morosely: "Goin' straight to the devil, from the looks of

it. How do you feel about giving up your run?"

Old Amos regarded him with an odd expression in his tired eyes.

"That's a damn fool question to be asking an old-timer like me," he said. "Hell, yes, I'll be giving up my run!" Trying to straighten his drooping shoulders he added: "Only I won't be losing it. The Brotherhood doesn't lose strikes."

Turning from Terry, the old hogger called to the foreman: "Hey, Shorty, make sure you check that valve before I go out again."

Then, putting the flaming bandanna very carefully into his overalls pocket, he had turned back toward Terry, had slapped him on the back, a good stiff thump, with his old thickly-veined hands, and had gone off bellowing, "She was going down hill at ninety miles an hour . . ." The words of this song swept through the roundhouse like a challenge.

They were like that, the old line of railroaders. Valiant runners who raced giant motive power over the rails with grime-covered, practiced hands tense and sure on the throttle.

And grayheaded Tipsy McKee, when he and Terry had coasted into the station on purring wheels the night before, had said: "Wilson's a fine President, all right, all right, and a true friend of the workin' man. He'll fix things right."

As the *Silver Lance* was slowing to a stop, Terry heard the old man say, above the hiss of steam puffing out through the huge drivers:

"But if it comes to the worst, you can tell the world I'll not be takin' this lady out for another airin'!"

Incredible finality had been in Tipsy's rich Irish voice. Terry, however, hadn't been able to view it the way the old fellows did.

"I won't quit," he told himself.

NOW, walking stiffly beside Katherine Warren, he felt that everything and everybody were against him. It was quiet on Seventh Street, and suddenly through the stillness came the insistent call of a locomotive whistle.

"That's Dad's whistle," said Katherine sighing as she spoke.

A distinctive one it was. Some folks said that only Speed Warren could make a quill sound like that. To Terry it sounded a warning that was also wistful and lonesome. He could almost see Speed in the cab slowing down for the crossing. Usually Terry had been glad and a bit relieved when he listened to that haunting whistle, but not tonight.

Impressions and snatches of conversations continued to crowd his mind, confusing and irritating him. Susie Johnson, that pretty mulatto, swinging along beneath the cab window the night before, her slim yellowish arm linked in Sam Fuller's as he made his way homeward, carrying his little satchel of soiled jackets that Susie would turn snowy again before the next trip on the *Silver Lance*.

IN RAILROAD TOWN

IN Railroad Town the yard goats toil
And powder up the rails with sand;
While journals get the waste and oil,
The crummy silently does stand.
The hotshot's clamor fills the air;
The drill crew men, all lean and brown,
Go dancing nightly to the blare
Of herding cars in Railroad Town.

I know, for I too was one of these,
The dumbest boomer of the band,
A youthful spring in legs and knees,
A bright glim ready in my hand.
From beanery queens I got my cue
To swap a kiss or play the clown;
It mattered not, when jobs were new
And likewise short . . . in Railroad Town.

I close my eyes and see them still:
The bakehead scooping, black with dust;
The pinhead cutting off the mill;
The play of lights on streaks o' rust;
The girl who worked at Mother's Hall's;
The stake you saved, the Super's frown—
What mem'ries haunt my cottage walls
In Railroad Town, in Railroad Town.

—Earle F. Baker

"You are goin' to be embarrassed, big boy," Susie said to the dining car chef.

"Now why you talk in riddles?" Sam retorted, amiably enough, as he nodded up at Tipsy who gave him a slow understanding wink.

"Well," said Susie, "you are likely to be railroadin' and yet not railroadin'. What will you do if there's a strike?"

"I'm sure in a predicament, honey," Sam replied. "In a way, I'm hooked onto the back end of the railroad, but I ain't exactly workin' for the railroad."

"If the front end of a train goes on a strike," the mulatto girl reasoned, "what will the back end do?"

"Well," said Sam, "the rear end ain't pullin' out if the front end is run by anybody but Mistah McKee—that is, it ain't pullin' out with Sam Fuller on board."

The man handling baggage along the platform got out of their way. Sam and Susie moved out of earshot of Terry Collins. Passengers alighting from the coaches had come up and taken their places; until they, too, in time, went away around the corner of the depot, on down Railroad Avenue to wherever they were going.

The last person to pass beneath the cab window, the night before, was a thin, little, rat-faced man who moved with a soft tread. A man who, Terry had reflected, watching him, appeared somehow to belong to solitary, shadowy places. And Tipsy, seeing the fellow as he brushed in front of the locomotive pilot like a flitting gray shadow, had remarked:

"If it hadn't been for scabs like that son of a bitch, the shopmen wouldn't have lost their strike."

After shifting his wad of tobacco from one cheek to the other, Tipsy added:

"Guess we'll call it a day, Terry. Wonder what my old lady's got for supper tonight. Mother sure can make pumpkin pie!"

Across Terry's remembrances of the night before, Speed Warren's whistle came again. This time, it seemed to be asking a question, and after the question had soared over Cedar City it died away into the distance reluctantly as if waiting for an answer.

THE SHORT days passed. Amos Letmate made his long trip north and back twice. Speed Warren's crossing whistle on the home stretch rang out twice in its usual plaintive way, while twice Tipsy McKee and Terry, along with Sam Fuller and the other crew men brought the *Silver Lance* back from strange and busy places. And then came the night of September third, with light misty rain and a cool wind that hinted of autumn.

Leaning out of the high cab window of his Pacific type, Terry watched with sullen eyes the passengers hurrying off down Railroad Avenue, and watched, too, with a queer feeling in his heart as the baggageman unloaded a casket from the baggage car and left it on one

of the trucks; an eerie, lonely thing awaiting its remaining journey on some outbound train—if there would be any outbound trains.

"Guess the President couldn't fix things up," Tipsy called across the cab to Terry Collins. "Did his best, though. A fine man, President Wilson!"

Far away, in Washington, at that very moment the President, like them, was waiting anxiously. He was waiting for a hoped for action by Congress.

Again the rat-faced runt scurried by the engine, merging like a shadow within the other shadows of the night. For a full second he lifted his drooping eyelids and stared straight at Terry before passing on.

Later, Susie Johnson and her "railroadin'" man promenaded along the platform. The slender, oval-faced Susie, walking in her usual swing-of-the-hip way and wearing a red dress, seemed like a sudden bright flame in the mist. Their voices carrying over to Tipsy, who leaned out the cab window beside Terry and hailed the chef:

"Well, Sam, how in the hell do you think the rear end of this wreck can pull out on the next trip?"

Susie looked up at Tipsy then, smiling, as Sam drew himself up proudly and said: "If folks go out on my end of the train next trip, Mistah McKee, they'll have to bring their own meals, 'cause I'm havin a one-man strike, startin' tonight."

Tipsy guffawed at that, while Sam and his beautiful "yaller gal" drifted off into the darkness.

Still later, as Tipsy ran the engine of the *Silver Lance* into the roundhouse, he said: "Well, boy, this seems to be where we get off"; and he roared with laughter again, evidently thinking of loyal Sam Fuller and his one-man strike.

But Terry Collins didn't laugh. Although it was against the rules, he didn't even bother to make out his time slip for that trip; nor did he return Snowball's cheerful greeting. Before he left the roundhouse, though, he noticed that Snowball handed Tipsy a rabbit's foot, saying:

"Some folks think this will bring you good luck. Me, I don't go for superstition; but here it is anyhow."

Holding up the tailsman and regarding it critically, Tipsy said: "Thanks, Snowball. I need it."

There was company for supper that night at the Warrens; and Katherine's meal was almost like Sunday dinner, with baked chicken and all the trimmings. Amos Letmate and Sally sat side by side, Sally's bright black eyes darting here and there like a tiny bird's while she looked archly from time to time at the old hogger.

Tipsy McKee and his wife were bickering pleasantly over some trifle which didn't amount to a "hill of beans" only Tipsy wanted to make something out of it. And Terry, sitting beside Davy Warren, Katherine's young brother, watched Katherine, who was not sitting near him tonight, as she used to do, but was staying close to Speed.

Terry, eating a slice of chocolate nut cake absently, was thinking: "We're to go out on strike at seven in the morning, unless they telephone us not to."

He looked at his girl friend's red-gold hair and pale lovely face and it seemed that everything he'd ever worked for and wanted in the world had gone from him. He knew Katherine couldn't see things the way he did. As for Speed, they hadn't discussed the strike at all, but something in Speed's eyes gave Terry the impression that Speed had heard. Terry, staring toward the telephone, wondered why the cold lifeless thing didn't ring. If it only would . . . if it only would!

DINNER over, Katherine didn't go to the kitchen to wash the dishes. Instead, she got her crocheting and remained in the parlor with the others. Her fingers moved quickly, the needle making little flashes of silver light.

Suddenly it came to Terry that the cheerful talk at supper had faded away into silence without his being aware of it. He saw Amos Letmate in one corner of the room, smoking a pipe with a meditative expression on his tired old face. A clock on the piano ticked off the minutes loudly. Terry felt as if he were being swept on against his will toward the edge of some precipice, without being able to stop.

How gray Speed Warren's hair had become about the temples! Speed, who had reared three children without a wife, was seated quietly across from old Amos. What were those two hoggers thinking? Why didn't somebody say something?

Tipsy McKee, who looked strangely old and tired, tried to slip a bottle from his pocket, but at his wife's warning finger he put it back again.

The telephone stood silent, stupidly, cruelly silent. But there in the dimness of the little parlor it seemed to Terry that from somewhere, someone else had come into the room—a tall figure with keen eyes fixed upon him, measuring him. Still conscious of the scrutiny, he heard Speed say in a drawl:

"Old Charlie Collins would have liked this tonight. I wish he were here. He was a fighter if ever I saw one!"

Speed smiled, forgetting the present and lost in the past. The recollection brought Tipsy and Amos up with a sort of jerk. Amos lifted his shoulders, or tried to, while Tipsy almost swaggered. The latter spoke next.

"Say," he said, "do you remember that time—why, Lord, it must have been all of twenty years ago? . . ."

And that started it. Speed and Amos and Tipsy weren't sitting silent any longer. All three were back again in the past, back with old Charlie Collins, who had been killed one misty night in September, like tonight, on a fast freight headin' south.

"Why," boomed Amos, "I recall as if it was yesterday the night Charlie and I got in that wreck and went in the river. I was firin' that night. Haven't seen the like of such thunder and lightnin' and wind since. I can see Charlie now swimmin' that river and shoutin' to me, givin' me the courage to go on."

"A good railroader your Dad was." Speed looked straight at Terry.

The young fireman, stretching his long lean legs, rose and went over to the window.

"The mist is heavier," he said, and to his own surprise, his words came evenly, cheerfully. "Won't matter anyway. We'll all be sleeping late in the morning. It seems we're out on strike."

The appraising figure had vanished, and Katherine, lifting her head, raised eyes bright with swift happy tears.

"Yep," said Amos. "Looks like."

IT WAS just about that time in the nation's capital, a thousand miles from Cedar City, that President Wilson wearily signed the Eight-Hour Act that had been rushed through Congress. For the passage of that controversial bill, the President, in common with the nation's railroad men, had been anxiously waiting.

Shortly afterward, in the railroad town of Cedar City. the Warrens' telephone rang gladly, triumphantly.

Only two comments stood out in Terry's remembrances later, stood out against all the chatter and laughter and tears of that misty night. One was Speed's simple statement, "Guess you kids will be getting married before long." And the other, coming from Tipsy with a light guffaw, seemed to be addressed to the parlor ceiling:

"I'd better call Sam Fuller and tell him, or the *Silver Lance* won't have any dining-car chef on the next trip."

The Burlington's eastbound *Nebraska Zephyr* is rolling into Pacific Junction in Iowa.
Jim C. Seacrest photo

Chicago, Burlington & Quincy

Locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
100-105	2500	GE	U25B	B-B	67,280	271,280	1964	
105A, D-115A, D	1350	GM-EMD	FTA	B-B	32,500	228,966	1944	1
105B, C-115B, C	1350	GM-EMD	FTB	B-B	32,500	228,966	1944	1
116A, D-121A, D	1500	GM-EMD	F3A	B-B	32,500	229,005	1947	1, 2
116B, C-121B, C	1500	GM-EMD	F3B	B-B	32,500	229,005	1947	1, 2
122A, D-136A, D	1500	GM-EMD	F3A	B-B	32,500	229,005	1948-9	1, 2
122B, C-136B, C	1500	GM-EMD	F3B	B-B	32,500	229,005	1948-9	1, 2
150A-159A	1350	GM-EMD	F2A	B-B	32,500	231,277	1946	1
150B-159B	1350	GM-EMD	FTB	B-B	32,500	231,277	1944	1
150C-159C	1350	GM-EMD	FTA	B-B	32,500	231,277	1944	1
160A, C-161A, C	1500	GM-EMD	F3A	B-B	32,500	231,277	1947	
160B-161B	1500	GM-EMD	F3B	B-B	32,500	231,277	1947	
162A, C	1500	GM-EMD	F3A	B-B	57,893	231,572	1948	
162B	1500	GM-EMD	F3B	B-B	57,893	231,572	1948	
163A-166A	1500	GM-EMD	F7A	B-B	57,893	233,940	1950	
163B-166B	1500	GM-EMD	F3B	B-B	57,893	228,480	1948	
163C-166C	1500	GM-EMD	F3A	B-B	57,893	228,480	1948	
167A, C-169A, C	1500	GM-EMD	F7A	B-B	57,893	231,572	1950	
167B-169B	1500	GM-EMD	F7B	B-B	57,893	231,572	1950	
200-239	1500	GM-EMD	GP7	B-B	62,525	250,100	1951	
240-252	1500	GM-EMD	GP7	B-B	62,525	250,100	1952	
253-267	1500	GM-EMD	GP7	B-B	62,525	250,100	1953	
270-289	1750	GM-EMD	GP9	B-B	62,417	249,666	1954	
300-324	1500	GM-EMD	SD7	B-B	80,400	321,590	1953	
325-344	1750	GM-EMD	SD9	C-C	80,707	322,827	1954	
345-374	1750	GM-EMD	SD9	C-C	80,707	325,683	1955	
400-411	1500	GM-EMD	SD7	C-C	74,470	297,675	1952	
430-439	1750	GM-EMD	SD9	C-C	79,076	316,306	1957	
440-459	1750	GM-EMD	SD9	C-C	79,033	316,133	1957	
500-515	2400	GM-EMD	SD24	C-C	86,660	346,413	1959	
550-561	2500	GE	U25C	C-C	98,812	395,246	1965	
562-577	2800	GE	U28C	C-C	97,792	391,166	1966	
900-935	2000	GM-EMD	GP20	C-C	65,140	260,560	1961	
940-969	2250	GM-EMD	GP30	B-B	64,350	275,400	1962	
970-973	2250	GM-EMD	GP30	B-B	65,078	260,313	1963	
974-977	2250	GM-EMD	GP30	B-B	65,166	260,663	1963	
978-999	2500	GM-EMD	GP35	B-B	65,553	261,473	1963-4	
9103-9107	360	GE	44 ton	B-B	22,000	89,000	1941	3
9111	280	GE	?	B-B	?	?	?	2, 4
9120	400	Whitcomb	?	?	7,200	120,000	1932	5
9121	?	?	?	B-B	?	?	?	6
9122-9123	450	Midwest	SW	?	12,000	130,000	1934	2, 7
9130-9135	600	GM-EMC	SW	B-B	50,200	200,000	1937	1
9136-9140	600	GM-EMC	SW1	B-B	50,200	200,000	1939	7
9141-9147	600	GM-EMD	SW1	B-B	49,905	201,165	1940	8
9148-9153	600	GM-EMD	SW1	B-B	49,905	201,165	1941	
9200-9101	900	GM-EMC	NW1	B-B	30,600	250,000	1937	1
9203-9204	1000	GM-EMD	NW2	B-B	62,475	249,900	1940	
9205-9219	1000	GM-EMD	NW2	B-B	62,475	249,900	1941	
9220-9247	1000	GM-EMD	NW2	B-B	61,950	247,800	1946	
9248	1000	GM-EMD	NW2	B-B	61,950	247,800	1949	
9249-9260	1200	GM-EMD	SW7	B-B	62,000	247,325	1950	
9261-9268	1200	GM-EMD	SW7	B-B	62,000	247,325	1950	
9269-9270	1200	GM-EMD	SW9	B-B	62,000	247,325	1951	
9271-9280	1200	GM-EMD	SW1200	B-B	62,000	248,720	1955	
9281-9292	1200	GM-EMD	SW1200	B-B	62,000	248,346	1965	
9300-9301	1000	Alco-GE	S2	B-B	57,970	231,890	1943	
9302-9308	1000	Alco-GE	S2	B-B	57,970	231,890	1944	
9350-9351	1000	Baldwin	VO 1000	B-B	60,405	241,620	1943	1
9352-9355	1000	Baldwin	VO 1000	B-B	60,405	241,620	1943	1
9356-9357	1000	Baldwin	VO 1000	B-B	60,405	241,620	1943	1
9358-9363	1000	Baldwin	VO 1000	B-B	60,405	241,620	1944	1, 7
9364-9379	1000	Baldwin	VO 1000	B-B	60,405	241,620	1944	1, 7
9400A, B	2000	GM-EMD	TR2	(B-B)x(B-B)	125,000	500,000	1947	9
9401A, B-9409A, B	2000	GM-EMD	TR2	(B-B)x(B-B)	125,000	500,000	1949	9
9410A, B-943A, B	2000	GM-EMD	TR2	(B-B)x(B-B)	125,000	500,000	1949	9
9900-9903	600	EMC	AA	?	?	?	1934-5	7, 10
9904-9905, 9906A-9907A	1800	GM-EMC	EA	A1A-A1A	?	?	1936	7
9906B-9907B	1200	GM-EMC	AB	B-B	?	?	1936	7
9908	1000	GM-EMC	AA	B-B	?	?	1939	
9909, 9910A-9912A	2000	GM-EMD	E5A	A1A-A1A	15,600	315,750	1940	2, 11
9910B-9912B	2000	GM-EMD	E5B	A1A-A1A	16,600	310,690	1940	2, 11
9913	2000	GM-EMD	F5A	A1A-A1A	21,400	315,750	1940	11
9914A, B-9915A, B	2000	GM-EMD	F5A	A1A-A1A	15,600	315,750	1941	2, 7, 11
9916A, B-9925A, B	2000	GM-EMD	F7A	A1A-A1A	53,945	321,690	1945	2
9926A, B-9930A, B	2000	GM-EMD	E7A	A1A-A1A	55,465	328,730	1947	
9931A, B-9936A, B, 9937A	2000	GM-EMD	E7A	A1A-A1A	55,465	328,730	1949	7
9937B, 9938A, B-9948A, B, 9949A	2250	GM-EMD	E8A	A1A-A1A	55,910	332,345	1949-50	
9949	2000	GM-EMD	E7A	A1A-A1A	55,465	328,730	1947	
9960A, C-9962A, C	1500	GM-EMD	F3A	B-B	59,547	229,500	1947	1
9960B-9962B	1500	GM-EMD	F3B	B-B	59,547	229,500	1947	1
9964-9969	2250	GM-EMD	F8A	A1A-A1A	55,910	331,513	1952	
9970-9977	2250	GM-EMD	E8A	A1A-A1A	55,806	331,513	1953	
9985A, B-9989A, B	2400	GM-EMD	E9A	A1A-A1A	55,806	332,060	1955-6	
9990-9995	2400	GM-EMD	E9A	A1A-A1A	55,806	332,069	1954	

***Sam Houston Zephyr* heads north over Trinity River near Dallas, Texas.**

Burlington Roster Notes

Roster is based on data from CB&Q director of public relations and advertising and is accurate as of June 17, 1966. Locomotive builders: GE, General Electric; GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.; Alco-GE, American Locomotive Co.-General Electric.

(1) 105A,B,C,D-115A,B,C,D; 118A; 120A,C,D; 122B; 125A,B; 126B; 127C,D; 129D; 131B,C,D; 135B; 150A, B,C-159A; B,C; 9130-9135; 9200-9201; 9351-9354; 9356-9359; 9362; 9364; 9368; 9373-9378; 9960A; 9961A,B,C; 9962B,C sold to EMD in trade for new units.

(2) 116A,B, 117B, 121B, 124A, 128A, 132C, 134B, 8902, 9123, 9912A, B; 9915A,B; 9920A; and 9922B were sold to GE in trade for new units.

(3) 9107 renumbered 8903.

(4) 9111 renumbered 8902.

(5) 9120 sold to Newark Farmers Grain Co.

(6) 9121 sold to U.S. War Dept. in 1944.

(7) 9122, 9138, 9360, 9365, 9902, 9904-9905, 9906A,B-9907A,B; 9914B, and 9936B were scrapped.

(8) 9146 sold to Colorado & Southern, renumbered 155.

(9) 9400A,B-9413A,B converted to NW2's. Nos. 9400A,B are formerly EMD demonstrators 912A,B.

(10) 9900 loaned to and on display by Chicago Museum of Science and Industry. 9901 was destroyed by fire in 1944. No. 9903 was sold to Frank Doshnec in 1960.

(11) 9909, 9910A,B-9911A,B; 9913; and 9914A were sold to C&S, renumbered 9953, 9951A,B-9952-A,B; 9954-9955.

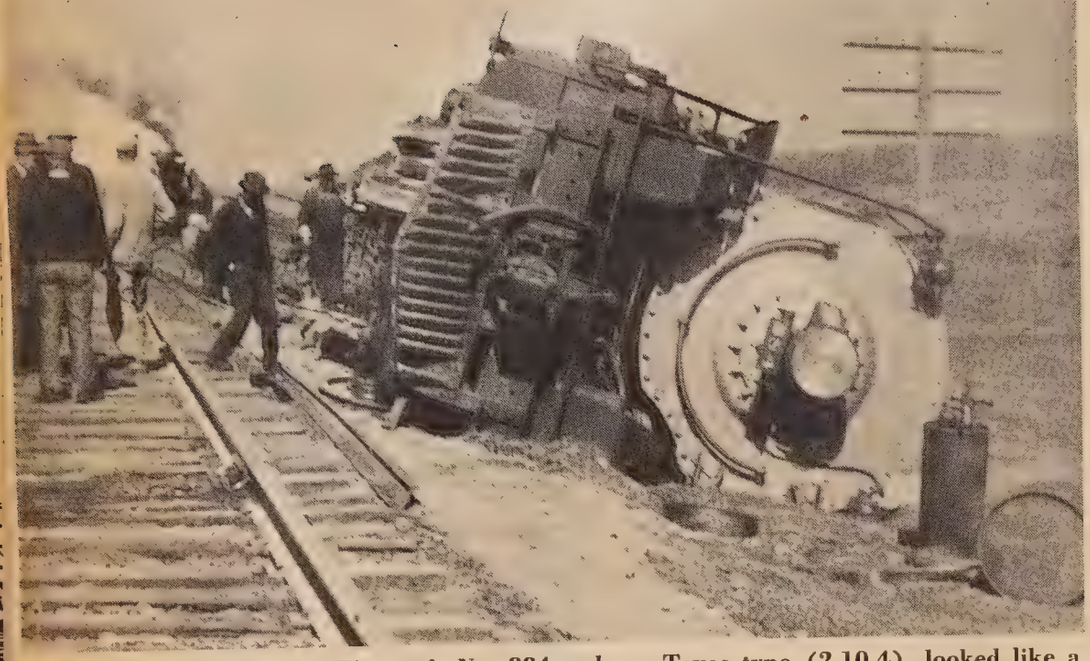
Burlington Route photograph

Overhead view of *Twin Cities Zephyr* on way from Chicago to Minneapolis.

When I Was an ICC

LOCOMOTIVE INSPECTOR

by Rockwood T. Roberts



The Chicago Great Western's No. 884, a huge Texas type (2-10-4), looked like a tired creature sleeping on her side, embedded in a morass of dark heavy clay.
Both photos from the author's collection

I WAS an engineer on the Boston & Albany extra board on April 19, 1937, the anniversary of Paul Revere's ride, when I was appointed a Federal inspector of locomotives and assigned to a district based at Omaha but including the State of Iowa. Before leaving the throttle, I went to the B&A enginehouse at Worcester, Mass., to see the foreman about a leave of absence during my probationary period. I remember standing at the register board, somewhat elated, and telling the crew dispatcher:

"You can take my name off the hook. No more waiting for the callboy; I'm getting regular hours from now on."

The words had a proud boast. However, I was soon to learn that even after graduation from life in the cab, I still belonged to that select club which is constantly familiar with the smell of hot oil and grease. The duties of an Interstate Commerce Commission inspector are numerous, with two utilizing most of his time. First, he must become as familiar as is practicable with the condition of each engine housed or repaired in his district and this, in the days of steam, averaged 750. The second is investigating complaints and accidents, which demands detailed scrutiny on the spot.

By law, the railroads must report accidents at once so that the inspector can determine the cause by noting every condition before the parts involved are disrupted. To do this and to minimize traffic tie-ups, he must get to the scene as soon as possible. No excuse such as hour of day or weather can stop him; and so, like the enginemen on the spare board, his tag is hanging in full view of Commission officials.

Early one Sunday morning in Omaha I was awakened from a sound sleep by a persistent ringing of the phone. Stumbling out of bed with a remark that wouldn't look well in print, I answered a long-distance call from the superintendent of motive power on the Chicago Great Western, about 250 miles away.

"Mr. Roberts," came his excited voice, "we're in trouble and we'd like you to come here as soon as possible."

How often have I heard that phrase over the years, "as soon as possible"! This time I had just returned home after an exhausting two weeks of almost continuously riding the numerous railroads in my district. I'd been hoping, after a good night's rest, to drive my wife and two sons out into the country for a view of the Western Wilds. All week their enthusiasm for this trip had been growing, only to end in disappointment, as had happened too often in the past.

Drowsily I asked, "What's wrong?"

"We've had a bad derailment," said the official, " and the main iron is plugged solid. The big hook is out cleaning up the cars but we won't touch the engine until you say so."

"You know the cause?" I shot back.

"Engine failure. That's why we need you. I've given instructions that not a thing be touched on the engine until you see things first hand."

"I'll be there."

An inspector's duty is to rush to the scene of accident as quickly as he can. Careless workmen and the curious public, regardless of how careful the area is policed, can destroy important evidence.

In those days all long-distance travel was by train, so it was late afternoon when I arrived at the spill. Like many other wrecks, freight cars were piled high in a grotesque mass of crumbled wood and twisted steel. Busy workmen were setting blocks, lugging chains, and making hitches for the crane. A spare engine stood by to haul away the crippled cars that were slowly being placed on temporary tracks. None of this concerned me. My job was to determine the cause.

CLEAR of the wreckage and firmly embedded in a morass of dark heavy clay set a huge (Texas type) 2-10-4 that looked like a tired creature sleeping on one side, with her right wheels in full view. She lay parallel with the main line and about ten feet off the right-of-way. After changing into overalls, I waited briefly for the men to arrange a plank walk atop the soft gumbo before I could begin the preliminary investigation, which did not take long. The cause was plain. The inquiry and close research that would follow after the engine had been taken to the shop would be only routine. The engine was No. 884.

The numbers 1 and 2 drivers had thrown their tires, broken the side rod, and bent the rails. Her brakeshoes, free on their hangers, were deep blue, badly cracked, and starting to disintegrate. They had gotten red-hot from dragging brakes that conveyed the same temperatures to the spinning wheels,

already warm from pounding over the rails.

The engineer, who had an excellent record, frankly took the blame at the hearing. His fast freight had left the Oelwein yards headed for Chicago. An hour later, while drifting down a long grade that required but little braking, he had made an application after pitching over the summit and then released his brakes, letting them roll. Busy with his water, steam, and signals, he had failed to watch the air gages. Some air had been left trapped in his cylinders, allowing the brakeshoes to grip the wheels. The tires got hot and expanded; when they hit the curve they were thrown off, derailing the engine.

ICC regulations concerning the brake system are very stringent. Railroad officials also keep a watchful eye on crews' reports of faulty operation, for the annals of railroading abound with records of disasters due to brake failure.

I well remember sitting in the bunkroom of the B&A enginehouse and listening wide-eyed to a lame janitor who kept us spellbound with tales of bygone days. That oldtimer, "Jocko" Curran, had started his career by firing woodburners. Because he could not read or write and had been involved in an accident where the orders were misinterpreted, he was discharged but was hired later as a laborer in the house.

Jocko related yarns of yanking large slivers of wood from his hands while he fed the woodburners and of numerous boiler explosions where water levels were determined by crude petcocks with no glasses; and later, after they had changed over to soft coal, of the hours he spent standing on the deck of a switch engine, winding and releasing the hand-brake on the tender at the engineer's command. That switcher had no brake. The hogger simply used his reverse lever and throttle while the fireman forced hardwood brakeshoes against tender wheels by mechanical means. Jocko told us one time of barely being able to make his way home after fifteen hours of exhausting work in the yards.

I remember the time, while I was munching a meat sandwich, that an impatient hostler whistled for the table, and Jocko said: "That whistle is music, but the kind of whistle that scares you out of your wits is the call for brakes on a stormy night when an engineer gets a sudden, short flag. I've seen brakemen dash through a coach, almost knocking down passengers, to reach an open vestibule and wind up the brakes and I've seen freight brakemen leaping over the tops like drunks in an effort to stop their trains."

INVENTIVE minds do not remain idle. George Stephenson, generally credited with building the first practical steam engine, understood that some means of stopping his engine was needed, so he invented a brake that worked by a steam cylinder. Crude and almost useless in cold weather, it was nevertheless a step in the right direction. The engine-brake was essential but its application to cars was equally important.

The law of the lever was well known and hundreds of ingenious devices were invented to employ levers, rods, and shoes. Among the first of these was the Craemer brake, consisting of a spring-loaded cylinder wound up prior to the start of the run. By means of a trip cord extending the train's length, all that was needed to initiate an application was for the engineman to jerk the cord and release the ratchet. The brakes would then stop the train, but resetting later took valuable time.

The Smith brake that followed utilized the slack between cars. With the link and pin used for couplings, there was much free play between cars. When the throttle was closed and the slack ran in, the force was utilized to drive brakeshoes against the wheels.

A fellow named Nasmyth felt that as long as the locomotive did all the hauling, she could do the same for braking, and he invented a vacuum brake. Afterward Lister came along with the same idea, using compressed air. As years passed and the trains grew heavier car-brakes became inevitable. Loughridge developed a system of rods and chains connecting every car with a windlass in the cab. Later the great George Westinghouse thought well of the idea and used a steam cylinder for power.

Westinghouse learned that in the building of the Mount Cenis Tunnel in the Alps compressed air traveled through pipes over 3000 feet long.

"Why not harness this kind of power for similar work on a train of cars?" he asked himself, and in his mind flashed the notion of the straight air-brake.

How simple this was! Compress and store the air on the engine and run a pipe with hoses back to a cylinder on each car. A two-way cock would allow the pressure to flow through the pipes when you desired a brake application, and with the same valve you could allow a reverse flow to the atmosphere at release.

Westinghouse persuaded the Pennsy, which was passenger-minded in those days, to make a test on the Steubenvile accommodation train out of Pittsburgh. This set the stage for a drama, for at the first grade crossing the train averted a serious accident by the quick application of this new device.

Sometimes practice proves that imagination, even when coupled with hard work, is of little value. Such was the case with straight air, if a hose burst or even parted all brakes were lost. Westinghouse soon learned a successful brake had to be automatic so that when any irregularity occurred it would work without an engineer manipulating it. Then he conceived the idea of the triple valve and the auxiliary reservoir, where the slightest reduction in brake-pipe pressure initiated a brake application. This principle, plus certain refinements, explains the present air-brake system.

In 1893 Congress passed the Safety

The engineer took the blame, admitting that he had failed to watch the air gages.

Appliance Act demanding brakes on all railroad cars. It took the railroads 17 years to attain this standard, and not until 1911 did the Locomotive Act become effective. Because of these laws, trains can travel safely at speeds close to 100 miles an hour and with tonnages in the thousands.

The Locomotive Inspection Act goes into much detail concerning bakes, but the following first paragraph covers the ground fairly well:

It must be known before each trip that the brakes on locomotives and tenders are in a safe and suitable condition for service; that the air compressor or compressors are in condition to provide an ample supply of air for the service to whic hthe locomotive is put; that the devices for regulating all pressures are properly performing their functions; that the brake valve works properly in all positions; and that the water has been drained from the system

This single paragraph shows the farsightedness of Congress. The manufacturers, Westinghouse and New York Air Brake, co-operating with the Government, have spared neither time nor money in the development of the modern, efficient brake. In addition to all that, with electric motors driving the wheels on diesels, the dynamic brake has grown into favor by transforming the traction motor into a generator creating resistances that saves thousands of dollars on brake-shoes. This electric brake can almost control a train downgrade at the same speed it is hauled up. Under 8 to 10 miles an hour, this brake becomes inffective and so the air must be supplemented.

THE TERM "safe and suitable" could be interpreted in many ways by different individuals, so definite measures had to be added for consistency. Take, for instance, the main reservoir responsible for many accidents. The storing of large quantities of compressed air at 140 pounds pressure to the square inch in steel drums presents a hazard. Steel will pit or corrode and with age it develops structural weakness. When it fails an accident is bound to occur.

To detect flaws in the early stages —at least in every twelve months of service—a hydrostatic pressure of not less than 25 percent above the maximum pressure carried must be applied. In addition, once every 18 months the entire surface must be hammer-tested. Strangely enough, I have seen, even after the hydro was applied, a boilermaker drive his hammer completely through a plate that had rusted thin.

I have investigated many reservoir failures, and they can be serious. On a Western road, the explosion of a small local passenger engine at the depot shattered glass windows several hundred feet away. Nor will I ever forget the time when the heads of two main reservoirs blew out the same instant. This was a hard nut to crack. After intense searching, it was found that someone had drilled a small hole in the intake pipe so that the snout of a long-oiler could deposit a lubricant. Plenty of oldtimers recall how they quieted a squealing pump by running oil through the strainer. If engine oil with a low flash point were used, the hot air in the cylinder would set up a series of explosions creating small fractures inside the air drums. Eventually these progressed until they failed.

One day a pump governor failed and the hogger tried to control his air by adjusting the pump throttle. Busy switching, he forgot to watch his gage; and when the main reservior pressure built up to that on the boiler, the heads blew. The terrified engineman jumped out of a side window, and as the throttle was open slightly his goat ran away and into a block of cars.

Of all components in the air-brake system, none takes the abuse of the compressor. From the moment the engineer climbs into his cab until he quits for the day, his pump is constantly on the job. This takes care of the air on the entire train, as well as the bell, sanders, reversing gears, firedoors, and window wipers on the engine, all of which operate by air. Because compressors will not stand up from one shopping to another, many have to be replaced when their efficiency drops 20 percent.

ICC regulations demand that an orifice test be made in every three months of service. This device is simple, consisting of a metal disc contained in a holder that can be screwed into the main reservoir drain cock. In this disc is drilled a hole the size of which is determined by the type of pump to be tested.

The reservoir is drained of all air, the drain cock is then closed, and the compressor runs until a pressure of 60 pounds is reached. Then the air is allowed to escape through the orifice into the atmosphere. On the steam engine the number of single strokes are counted while on a diesel with a rotary pump a tachometer is used to measure the revolutions per minute. With specified standards for various pumps, if the pressure is not maintained as the air escapes, the pump is condemned.

An important detail is conditioning of the air. During compression the air gets very hot and so radiating pipes and after-coolers are required to bring the air back to normal temperatures so it can be distributed without damage to gaskets and valves. Again, the amount of moisture held in suspension by air is directly proportional to its temperature. Hot air holds more moisture than cold air; as temperature drops the water is wrung out to be deposited in the reservoir.

In the Steam Age, at the completion of each trip it was the hostler's duty to bleed the air system when he put the engine to bed. Most engineers tested the drain before starting a run, but even with these precautions honest mistakes occurred.

One spring morning I was preparing to make a routine inspection at a small electric enginehouse in Cedar Rapids when an angry brakeman came in. He was young, handsome, and neatly dressed, for he was trying to make an impression on a certain blonde waitress at the hash-house where he stopped for coffee. His white sport shirt was open at the front to show his tanned chest and his dungarees were neatly pressed.

"Take a look at this!" he roared.

I could not resist laughing, for his face and white shirt were dotted with huge spots of liquid rust.

"What happened, Ed?" asked the foreman.

"Whenever I split the front hose on the number 3," he said, "I get a shower of this. What's my girl going to think?"

This situation was hard to believe but we went out to see for ourselves. As we opened the main reservoir drain gallons of water flowed out. The engineman at the controls flushed.

"I drained out as much as this before I left the enginehouse," he said.

The explanation was clear. His electric unit was small. Due to the lack of space, it had four dwarf-sized reservoirs suspended from the cab ceiling and hooked up in series—that is, the compressed air entered the first, moved on to the next, and was finally drawn off the last. This fourth reservoir was the only one with a drain and so, with months of service, the others became half-filled with water. When the plugs were removed a miniature Niagara gushed over the cab floor.

The CRI&P *Rocky Mountain Rocket*, with 3 extra cars, leaves Limon, Colorado.
Both photographs by Jim C. Seacrest

Chicago, Rock Island & Pacific RR.

Locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
1	1200	GM-EMD	LWT12	B-1	30,600	188,900	1956	1
2-3	1200	GM-EMD	LWT12	B-1	30,600	188,900	1955	2
10-19	1500	GM-EMD	F7B	B-B	55,500	222,100	1949	3
20-23	1500	GM-EMD	F7B	B-B	61,900	247,500	1951	4
28-35	1500	Alco-GE	FB-1	B-B	56,800	228,200	1948	5
38-49	1350	GM-EMD	F2A	B-B	57,400	229,700	1946	27, 28, 29
70-77	1350	GM-EMD	FTA	B-B	56,600	226,500	1945	1, 29
70B-73B	1350	GM-EMD	FTB	B-B	53,400	213,400	1945	1, 29, 30
88-93	1350	GM-EMD	FTA	B-B	56,800	227,000	1944	1, 30
88B-93B	1350	GM-EMD	FTB	B-B	54,500	217,800	1944	1, 30
94-99	1350	GM-EMD	FTA	B-B	56,800	227,000	1944	1, 30
94B-99B	1350	GM-EMD	FTB	B-B	54,500	217,800	1944	1, 6, 30
100-119	1500	GM-EMD	F7A	B-B	57,200	228,600	1949	
120-127	1500	GM-EMD	F7A	B-B	57,500	230,000	1951	31
128-143	1500	Alco-GE	FA-1	B-B	58,700	234,700	1948	7
200-211	2500	GE	U25B	B-B	?	?	1963	
212-224	2500	GE	U25B	B-B	?	?	1964	32
225-238	2500	GE	U25B	B-B	?	?	1965	
300-333	2500	GM-EMD	GP35	B-B	?	?	1965	33
360-361 (2nd)	3000	GM-EMD	GP40	B-B	?	?	1966	33
345-350	180	Dav-Bess	30-ton	C	15,100	60,300	1940-41	8
351	264	Dav-Bess	44-ton	B-B	22,000	88,000	1939	27
361-366 (1st)	360	Dav-Bess	44-ton	B-B	22,200	88,800	1939-40	27
367-371	360	Whitcomb	44-DE-5	B-B	22,200	88,800	1940	27
372-376	360	Dav-Bess	44-ton	B-B	22,200	88,800	1941	8, 27
377	360	Dav-Bess	44-ton	B-B	22,400	89,300	1942	27
400-401	1500	FM	ALT 200.2A	B-B	65,300	261,000	1948	9
402-411	1500	GM-EMD	FP7A	B-B	63,000	252,000	1949	29
425-429	1500	GM-EMD	BL2	B-B	60,700	242,200	1949	27
430-441	1500	GM-EMD	GP7	B-B	61,700	246,200	1950	
450-454	1500	Alco-GE	RS-2	B-B	58,300	233,000	1948	10
455-469	1600	Alco-GE	RS-3	B-B	61,900	247,400	1950	10, 11, 29
470-474	1600	Alco-GE	RS-3	B-B	60,900	243,500	1951	
475	1600	Alco-GE	RS-3	B-B	61,900	247,400	1950	11
485-499	1600	Alco-GE	RS-3	B-B	64,300	257,300	1951	
500-509	600	GM-EMC	SW	B-B	50,000	200,000	1937	12
510	600	GM-EMC	SW	B-B	50,000	200,000	1937	12
511-518	600	GM-EMC	SW	B-B	50,000	200,000	1938	12
519-528	600	GM-EMC	SW	B-B	50,000	200,000	1938	12
529-536	600	GM-EMD	SW1	B-B	48,400	193,500	1942	
537-546	600	GM-EMD	SW1	B-B	48,900	195,800	1949	
550-563	660	GM-EMD	SW900	B-B	57,600	230,500	1957	12
598-599	660	Alco-GE	S1	B-B	50,000	199,000	1941	13, 27
601-606 (1st)	1200	GM-EMC	TA	B-B	56,600	226,400	1937	8
602-604 (2nd)	2000	GM-EMD	E7B	A1A-A1A	52,700	313,700	1946	8, 14
607-612	2000	GM-EMD	E7B	A1A-A1A	52,900	314,500	1946-48	14
615-617	1500	GM-EMD	F7B	B-B	62,200	248,600	1949	14, 31
621-624	2000	Alco-GE	PA-1	A1A-A1A	56,700	226,600	1940-41	8, 15, 34
625-626	2000	GM-EMC	E3A	A1A-A1A	53,200	315,700	1939	
627-629	2000	GM-EMD	E6A	A1A-A1A	53,200	315,700	1940	16, 29
630-631	2000	GM-EMD	E6A	A1A-A1A	53,200	315,700	1941	
632-636	2000	GM-EMD	E7A	A1A-A1A	53,700	319,000	1946	
637-642	2000	GM-EMD	E7A	A1A-A1A	53,700	319,000	1946-48	
643	2250	GM-EMD	E8A	A1A-A1A	56,000	332,700	1949	17
644-649	2250	GM-EMD	E8A	A1A-A1A	56,000	332,700	1951	1
650-655	2250	GM-EMD	E8A	A1A-A1A	56,000	332,700	1952	27
656	2250	GM-EMD	E8A	A1A-A1A	?	?	1953	16
675-677	1500	GM-EMD	F7A	B-B	60,800	243,000	1949	
700-701	900	GM-EMC	NW1	B-B	63,100	252,400	1938	18
702-707	900	GM-EMC	NW1	B-B	63,100	252,400	1938	18, 27
716-720	1000	Alco-GE	S2	B-B	57,500	230,000	1948	27
721-729	1000	Alco-GE	S2	B-B	56,900	227,600	1942-45	
730	900	Alco-GE	HH900	B-B	?	?	1939	27
731-732	1000	Alco-GE	S2	B-B	?	?	1946	19
735-745	1000	Alco-GE	RS-1	B-B	59,500	237,800	1943-44	27, 29
746-749	1000	Alco-GE	RS-1	B-B	?	?	1942	20
750-751	1000	GM-EMD	AB	A1A-A1A	54,000	321,000	1940	21
758-759	1200	BLHW	S-12	B-B	59,900	239,400	1953	22, 29
760-761	1000	Baldwin	VO 1000	B-B	59,500	237,800	1943	8, 27
762-764	1000	Baldwin	VO 1000	B-B	59,500	237,800	1944	8
765-774	1000	GM-EMD	NW2	B-B	61,800	247,200	1948-49	
775-779	1200	GM-EMD	SW9	B-B	61,700	246,500	1953	
795-797	1000	GM-EMD	NW2	B-B	?	?	1948	23
798-799	1000	Dav-Bess	——	B-B	56,400	225,400	1950	27, 29
800-801	800	LH	Yd. Sw.	B-B	56,900	227,400	1950	27
802-806	800	BLHW	S-8	B-B	58,500	234,000	1952	27, 29
811-813	800	GM-EMD	SW8	B-B	58,200	232,800	1950	
814-822	800	GM-EMD	SW8	B-B	57,400	229,600	1952	
823-835	800	GM-EMD	SW8	B-B	57,400	229,600	1952	
836-838	800	GM-EMD	SW8	B-B	57,400	229,600	1953	
839-840	800	GM-EMD	SW8	B-B	57,300	229,200	1953	24
900-914	900	GM-EMD	SW900	B-B	?	?	1959	12
920-936	1200	GM-EMD	SW1200	B-B	?	?	1965	
1000-1016	500	Whitcomb	75-DE-12c	B-B	37,500	150,000	1950-51	25, 27
1200-1212	1500	GM-EMD	GP-7	B-B	61,000	244,000	1951	
1213-1224	1500	GM-EMD	GP-7	B-B	61,000	244,000	1951	
1225-1237	1500	GM-EMD	GP-7	B-B	61,000	244,000	1951	
1238-1239	1500	GM-EMD	GP18M	B-B	?	?	1963	31
1250-1262	1500	GM-EMD	GP7	B-B	64,300	257,000	1952	26
1263-1287	1500	GM-EMD	GP7	B-B	64,300	257,000	1952	
1288-1292	1500	GM-EMD	GP7	B-B	64,300	257,000	1952	
1293	1500	GM-EMD	GP7	B-B	64,300	257,000	1953	
1294-1299	1500	GM-EMD	GP7	B-B	64,300	257,000	1953	
1300-1311	1500	GM-EMD	GP7	B-B	64,300	257,000	1952	8
1312-1321	1750	GM-EMD	GP9	B-B	58,857	240,000	1957	
1322	1750	GM-EMD	GP9	B-B	?	?	1957	28
1323-1332	1750	GM-EMD	GP9	B-B	?	?	1959	6
1333-1343	1800	GM-EMD	GP18	B-B	?	?	1960	
1344-1353	1800	GM-EMD	GP18	B-B	?	?	1961	30

Rock Island Roster Notes

Roster is based on data from CRI&P's chief mechanical officer, DM&CI's supt. diesel power, and Apache's diesel shop foreman. It is accurate as of Jan. 1, 1966. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco-GE-American Locomotive Co.-General Electric Co.; GE, General Electric; Dav-Bass, Davenport-Besseler; FM, Fairbanks-Morse; GM-EMC, General Motors-Electro Motive Corp.; BLHW, Baldwin-Lima-Hamilton-Westinghouse; LH, Lima-Hamilton.

(1) The following units were scrapped: 1 in 4/65. Nos. 71, 90, 97, 90B, 96B, and 98B in 10/63. Nos. 88, 92, 88B and 93B in 11/63. Nos. 93 and 92B in 12/63. Nos. 72, 74, 76, 72B, 73B, 98, 99 and 89B, various dates. 647 in 3/66.

(2) 2-3 originally GM-EMD 1000-1001, purchased by CRI&P in 1958, renumbered 2-3. No. 2 donated to National Railway Museum in Green Bay, Wis.; 3 donated to National Museum of Transport; St. Louis, Mo.

(3) 100B-109B renumbered 10-19.

(4) 120B-123B renumbered 20-23.

(5) 145B-152B rebuilt by GM-EMD in 1955; renumbered 128B-135B, then 28-35.

(6) 97B rebuilt to 1331 in 1957.

(7) 145-160 rebuilt by GM-EMD in 1955, renumbered 128-143.

(8) The following units were scrapped: 345-350, 374, 601-606 (1st), 632B, 623-624, 761-764 and 1301.

(9) 400-401 repowered by GM-EMD in 1958. They were sold to GE and are leased by CRI&P.

(10) 450-454 and 456 repowered by GM-EMD in 1957-8.

(11) 463 rebuilt by Alco Pr. in 1959, renumbered 475.

(12) 500-528 rebuilt to 550-563 and 900-914 in 1957-9.

(13) 598-599 originally Pullman RR. 20-21, purchased in 1949.

(14) 632B-634B renumbered 602-604 (2nd). Nos. 637B-642B renumbered 607-612. Nos. 675B, 677B renumbered 615, 617. Nos. 632B scrapped before being renumbered.

(15) 621 repowered by GM-EMD in 1943.

(16) 627 wrecked at Cline, Kan. 6/27/53, and traded to EMD for 656.

(17) 643 originally GM-EMD demonstrator 952.

(18) 700-701 and 705-707 repowered with Alco-GE engines by CRI&P.

(19) 731-732 oriignally Toledo Terminal 101-102, purchased in 1959.

(20) 746-749 sold to U.S. Army and sent to Turkey in World War II.

(21) 750-751 rebuilt to 2000 hp.

(22) 758 sold to Southwest Lumber Mills, Inc., not renumbered.

(23) 795-797 originally New York, Ontario & Western 111-113, purchased in 1957.

(24) 839-840 originally Wichita Falls & Southern 801-802, purchased in 1954.

(25) 1000-1016 originally Canadian National 7803-7817, 7819 and 7820. No. 1016 sold to Des Moines & Central Iowa, renumbered 1000. No. 1002 sold to Big Rock Stone & Material Co., 1/61.

(26) 1256 rebuilt to a GP18M.

(27) The following units were sold to GM-EMD in trade for new power: 38-40 and 45-46 in 7/65. Nos. 35L, 363-366 and 369-370 in 4/65. Nos. 361-362, 367, 371-373 and 376-377 in 8/66. Nos. 425-429 in 6/55. No. 598 in 8/66. Nos. 651 and 656 in 2/65. Nos. 702-704 in 4/65. No. 716 in 8/66. No. 730 in 4/65. No. 737 in 6/66. No. 760 in 4/65. No. 798 in 5/65. Nos. 800-801 in 3/65. No. 802 in 4/65. No. 804 in 3/65. No. 1000 in 8/66.

(28) 41 destroyed by fire, traded to EMD for 1322.

(29) The following were sold to GE in trade for new units: 48 in 10/65. Nos. 70, 73, 75, 77 and 704 in 8/64. No. 407 in 7/66. Nos. 455, 457-462 and 464-469 in 10-12/65. No. 629 in 7/66. No. 739 in 4/66. No. 759 in 6/66. No. 799 in 4/66. No. 803 in 7/66. Nos. 805-806 in 7/66.

(30) 89, 91, 94-96, 71B, 91B, 94B-95B and 99B were traded to GM-EMD in 11/61 for 1344-1353.

(31) 121 and 676B wrecked at Nora Springs, Iowa, 5/10/63, and were traded to GM-EMD in 10/63 for 1238 and 1239.

(32) 212 and 221 wrecked at Logan, N.M. 3/9/66, and were traded to GE for U28B's 254 and 261 in 9/66.

(33) 306 and 310 wrecked at Logan, N.M. 3/9/66, and were traded to GM-EMD for new GP40's 360 and 361 in 9/66.

(34) 622 sold to Precision Engineering Co. in 2/63. ●

CRI&P switcher 903 assists in making up passenger train No. 9, the *Corn Belt Rocket*, at Council Bluffs, Iowa.

Steve Maguire's

TRANSIT TOPICS

"Gov. Square" destination sign on Lincoln Traction Co. car 100 indicates Courthouse-Post Office Square in downtown Li coln, Nebraska. Old Cotner College looms in the background. Photo was made in about 1905 by the late James M. Your Collection of Jim C. Seacrest, 2101 Birchwood Rd., North Birchwood Rd., North Platte, Neb. 691

A VAST traffic program for the Philadelphia area is announced by the Southeastern Pennsylvania Transportation Authority (SEPTA). This region-wide system would combine commuter service on the Pennsylvania and Reading railroads with the service now supplied by the Philadelphia Transportation Co., the Philadelphia Suburban Transportation Co., and several suburban bus lines. The last 3 will eventually become part of the SEPTA operation. The plan would permit persons to travel easily throughout the entire region with only a single ticket for any one trip. Total cost, $457 million over the next ten years.

Stephen D. Maguire

For the commuter railroads, $168 would be spent to build 50 new coaches for the Pennsy, 31 for the Reading. The latter's viaduct would be rebuilt and its electric line to Hatboro extended to Johnsville. The Center City Commuter Connection, a tunnel joining the Pennsy and Reading electric lines downtow would become part of the Market Stre East redevelopment project. Costi $45 million, it would be a focal po where connections could be easily ma between rail, trolley, bus, and subw lines.

For mass transit $288 million is visioned. Part of this would go Broad Street subway extensions b north and south, to be completed 1972, and replacement of the Frankford Elevated viaduct.

Some 1500 new transit vehicles wo be bought for $48 million, including

and rail cars for PTC and PSTC; and $5 million alone to be used to revamp old 69th Street terminal and eliminate grade crossings on PSTC surface lines. The terminal plans call for easing transfers from PTC to PSTC by a platform where the cars would come in on separate tracks and passengers would only have to cross it to use the other lines.

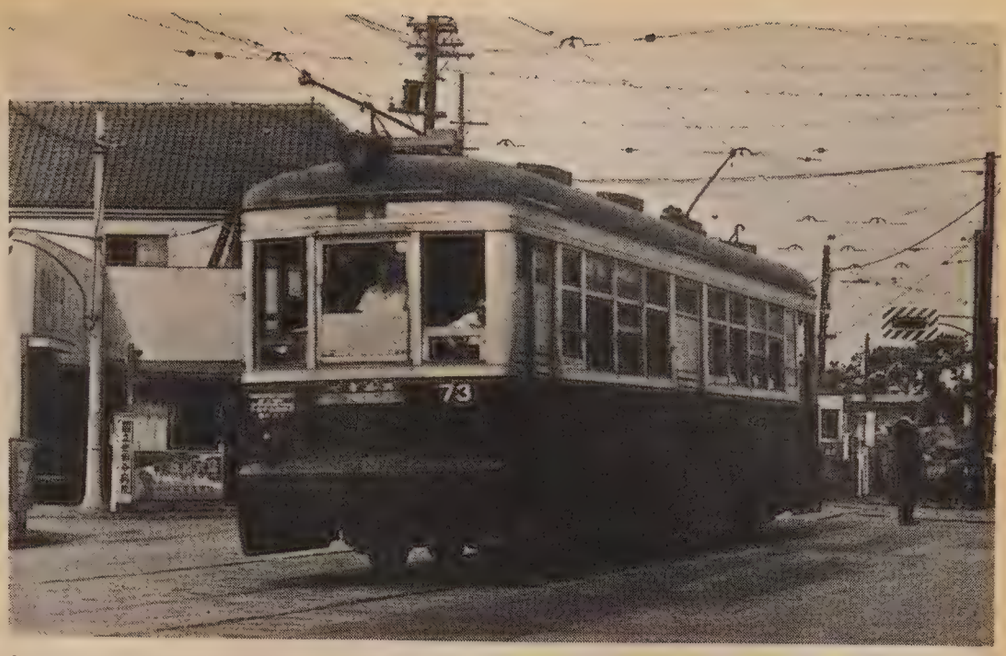
Said Casimir A. Sienkiewicz, the SEPTA chairman: "We do not aim at utopian perfection, but we are planning a system so convenient, reliable, attractive, and economical that travelers would be drawn irresistibly back to public transportation. Getting passengers out of private automobiles and into public vehicles would serve two highly desirable purposes: more patronage to help pay for operating the public system, and less congestion on roads and highways. Attendant advantages to highway users would include reduced highway maintenance, fewer accidents, and shorter travel times. In short, the SEPTA program would achieve more balance between public transportation and the road system in the Philadephia region."

THE MASTER plan of the Massachusetts Bay Transportation Authority for the Boston area, costing $369 million (announced in our August '66 issue), has been approved by the MBTA advisory board, but with two changes, both involving trolley lines.

All rapid transit line extensions were okayed, but the $10.8 million for new transit cars on the Riverside line was deferred "pending further study of roadbed improvements and the obtaining of more data on equipment requirements," according to Ron Salters, 26 Pierce Rd., Weymouth, Mass. 02188, who sent us first news of the change in plans.

The proposed extension of the Lechmere transit line for one mile to Somerville at cost of $9 million also was deferred. Ron believes these two projects have run into trouble with the Authority, which had said that not until 1972 could low-platform surface trolleys be expected to run on the Riverside line. Right now, everything appears to be up in the air.

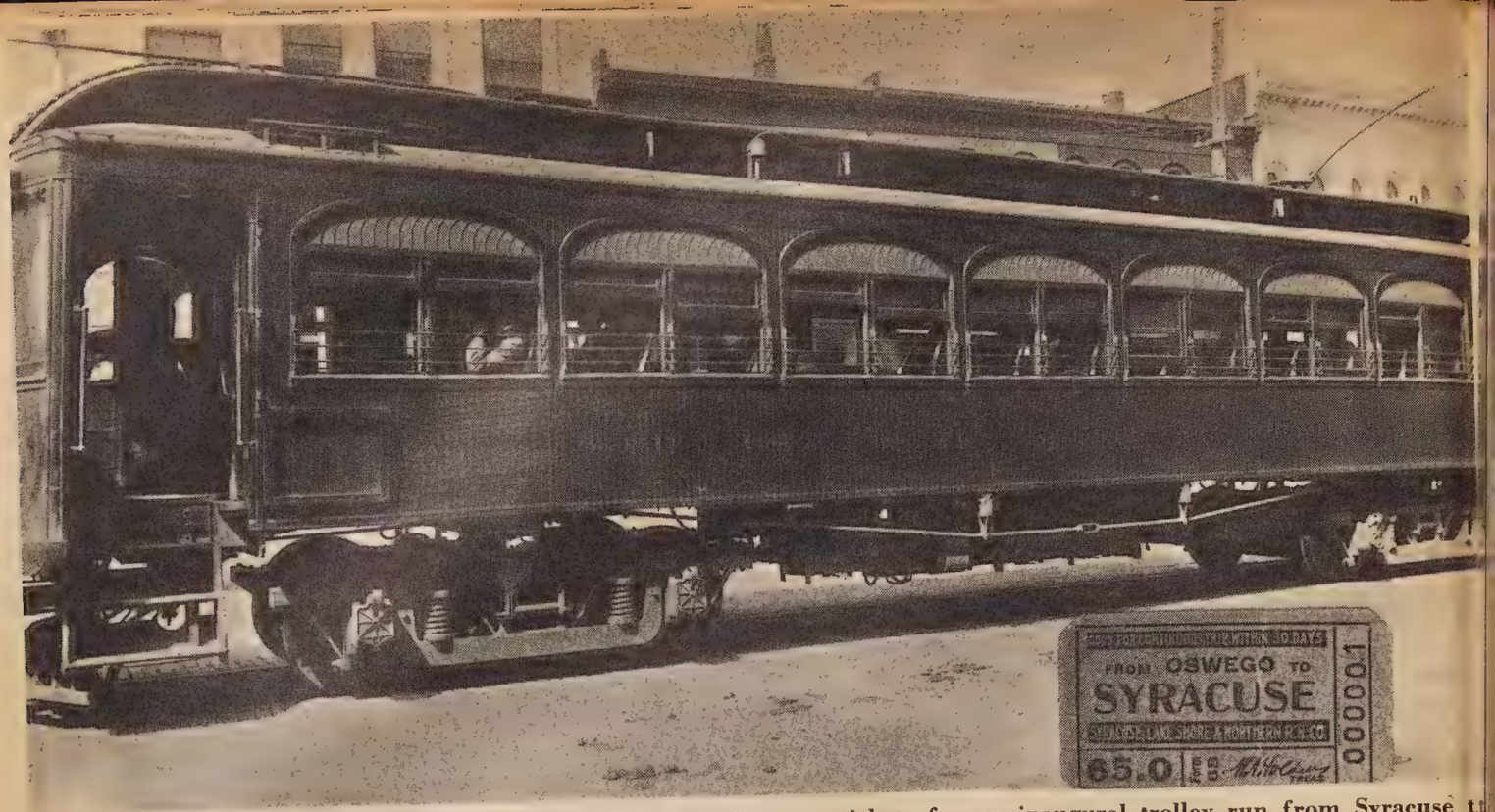
INGENIOUS plan for an aerial tramway linking Pittsburgh's Golden Triangle with a 30-story apartment to be erected atop Mt. Washington has been proposed to city officials, reports Jim Cerny, Pittsburgh, Pa. The project would see a towering structure built on the site of the Duquesne Incline line, with 100-passenger aerial tramway cars traveling under overhead cables to the Golden Triangle in downtown Pittsburgh in 3 minutes and to the North Side stadium in 4 minutes.



Scene on Tamagawa line of Tokyo Express Railroad (Tokyo Kabushiki Kaisha): a center-door car is about to swing onto private right-of-way after a 2-mile run over the busy streets in Japan's capital from Shibuya station en route to Tama River.
Photograph by Robert H. Kluckhohn

Former Lake Shore Electric Railway interurban shops and barn at Avon Lake in Ohio has been converted to a restaurant, motion picture theater, and pastry shop.
Stephen D. Maguire, P. O. Box 51, Belmar, N.J. 07719

F. S. Bennett, 51 Arnoldale Rd., West Hartford, Conn.
Two open cars at Connecticut Electric trolley museum, Warehouse Point, Conn. Ex-Rio de Janeiro 1850 is on one of her first passenger-carrying runs in U.S.



On July 21, 1911, J. Jay Wright, then age 24, bought the first two tickets for an inaugural trolley run from Syracuse t Oswego, N.Y., on the Syracuse, Lake Shore & Northern. Tickets were numbered 000002, which he gave the conductor, an 000001, which he still owns. Mr. Wright is now 79, a retired member of Oswego Fire Department (44 years' service) an proud of his health record: never drinks liquor, never ill a day in his life, never even consulted a doctor nor had a physica checkup. The photograph, made by the late Fred Mulholland, shows him in left front seat, coat off, on a warm summers day

Courtesy of Capt. Floyd Kunzwiler, Oswego Police Departmer

Twenty stories would rise above the mountain and spill 10 stories down the slope. Although built on the site of the Duquesne Incline, the new service would not replace it. Under present plans, the little incline cars would still run up and down the hill, as the Incline management would have an interest in the project. Much time would be saved by the aerial tramway as compared with the slow, congested traffic from Mt. Washington through the automobile tubes into Pittsburgh's central area. Whether or not enough residents will accept this new type of daily commuting will determine the success or failure of the project.

ADDITIONAL recollections of the Boston & Albany Railroad's trolley car that ran between Riverside and Newton Lower Falls, Mass., from 1900 to 1930 come from Henry Brainerd, 10 Upland Rd., Wellesley, Mass. 02181. Henry, who is executive vice president of the Seashore Trolley Museum, used to live in that area. The trolley was numbered 01, not 11, and the Riverside station it ran from was about a mile south of the present MBTA terminal. In 1920 its route was changed to the east bank of the Charles River.

When the original electric installation was made, the only one ever on the B&A, it was put under jurisdiction of the railroad's Signal Department because no other department was quite so familiar with electricity. In 1915 the 01 underwent extensive repairs. While it was out of service, a storage-battery car, brought up from the Thomas A. Edison plant in New Jersey, was substituted for the 01. The battery car ran up to Massachusetts from New Jersey via the New York Central Railroad main line, the Chatham branch, and the Boston & Albany main line. It stopped every 100 miles or so, getting battery recharges from local trolley lines along the route.

Photograph by Stephen D. Maguire

Trolleyville U.S.A.: summer-type car of the Columbia Park & Southwestern is crossing a street at North Olmsted, Ohio (See article in our October 1966 issue:)

After the 01 went back to work th battery car was sent to the Winthro & Point Shirley line, a subsidiary of th Boston, Revere Beach & Lynn Railroa The end of the 01's service in 1930 wa said to be because the old car was wor out. However, the real reason may hav been that the Middlesex & Boston Stre Railway, from which it obtained powe had been converted to buses. The ope ation of just one B&A trolley was n practical, so steam was used again, an later rail passenger service ended.

More recently, the NLF branch w used for railroad sequences in th movie "The Cardinal". Even today, th line has freight service.

LAST month we mentioned that t last Los Angeles PCC cars had be shipped to Egypt for service in Ale andria. We also said that the deal whi would have sent 200 older PCC ca from Toronto, Canada, to Veracru Mexico, had fallen through for lack funds or financing loans by the cooper tive which runs the Veracruz troll system. We now learn from the Aug *Newsletter* of Upper Canada Railw Society, Inc. (Box 122, Terminal Toronto, Ont.), that Toronto's 2 PCC's have been sold to operators the Alexandria lines and after be regaged for the Egyptian system, v join those from L.A.

SEVEN years after Montreal stre car service was abandoned, the e came for the last 4 trolley-bus li

operated by the Montreal Transportation Commission, reports Howard S. Singer, 283 Laurier Ave., West Montreal 8, Que., Canada. The trackless vehicles were replaced because of plans for one-way streets, age of the vehicles and the repairs needed at sub-stations, the difficulty of extensions without transfer to another vehicle (why not extend the same type of operation?), and the usual reason, lack of flexibility.

The 105 trackless vehicles, built between 1947 and 1950, are being shipped to South Africa for service there.

Montreal, with a population of about 2 million, is proud of its new subway, designed to carry 122,000 passengers a day, which began operation in mid-October. Canada's first subway was opened in Toronto in 1954.

RAILS from the defunct Chicago, North Shore & Milwaukee electric line are now carrying rocket components at the NASA moonport in Florida. The North Shore sold the rails to L. B. Foster Co., which in turn sold them to the space agency according to *Sparks*, monthly publication of the Topeka, Kansas, Chapter of NRHS.

HIGH ACCELERATION and cruising speeds up to 100 miles an hour will be required for the approximately 500 new multiple-unit cars that the New York Metropolitan Commuter Transportation Authority will buy at a cost of some $90 million for use on the state-owned Long Island Rail Road. The Authority is circulating its preliminary specifications on a world-wide basis so that the railroad supply industry can react to them before the final requirements for competitive bidding.

Preliminary data is complete except for the exterior and interior styling, work on which is already under way. The new air-conditioned cars will boast the latest in design, engineering, comfort, speed, and reliability. They are designed for high-level station platforms so that passengers can get on and off trains quicker and easier, and will be equipped with automatic doors for rapid loading and unloading.

The information is being circulated to railroad car manufacturers and suppliers throughout the U.S. and in Canada, Great Britain, Belgium, the Netherlands, France, Sweden, West Germany, Switzerland, and Japan.

The MCTA was created on recommendation of Governor Rockefeller by the 1965 Legislature. After buying the LIRR for $65 million from the Pennsy last January 20th, it began planning a $200 million modernization program.

STUTTGART, capital of the state of Wuerttemberg, boasts some of the steepest city streets to be found anywhere in Germany, so its modern streetcar system has its own special problems, reports Joachim Lehnert, 24½ Werdenfelserstrasse, 89 Augsburg, Germany.

"Due to the steep grades," he writes, "almost no trailers are used, but articulated motor-units are usually coupled in multiple units. Long suburban lines operating like a railroad reach far out into the beautiful countryside. Electric streetcar-locos pull regular-gage boxcars to industrial plants by means of a third-rail added to the meter-gage track. Stuttgart has the only cog-wheel streetcar line in Germany, with a 17 percent grade, offering all the way a gorgeous view of the city.

"The one-track route runs partly in the street, partly on separate right-of-way, crosses a bridge and has in the middle of the line a siding with switches that, because of the cog-rail, are intricate. No streetcar line in Germany can beat this one's record for safety and efficiency. And Stuttgart offers another oddity: a cable-car line to and from the cemetery on a mountain plateau."

New Electric Publications

***City and Interurban Cars,* 80 pages, 8½"x11", soft cover binding, is a reproduction of the 1913 catalog of trolleys offered for sale by J. G. Brill Car Co. Originally issued a few years ago, the book's new publication is bound and it contains a short history of Brill plus many builders' views, interior views, specifications, and drawings. Copies are available at $4.95 each from Golden West Books, P.O. Box 8136, San Marino, Calif. 91108. It is the kind of book that electric-line enthusiasts should go for in a big way.**

***The Third Rail* magazine for the summer of 1966 carried a pictorial survey of present day American rapid transit lines. This 20-page publication is issued 4 times a year by Silver Leaf Rapid Transit, 557 Ocean Parkway, Brooklyn, N.Y. 11218. Single copies, 75¢. Yearly subscription in the States, $3; in Canada and Mexico, $4.**

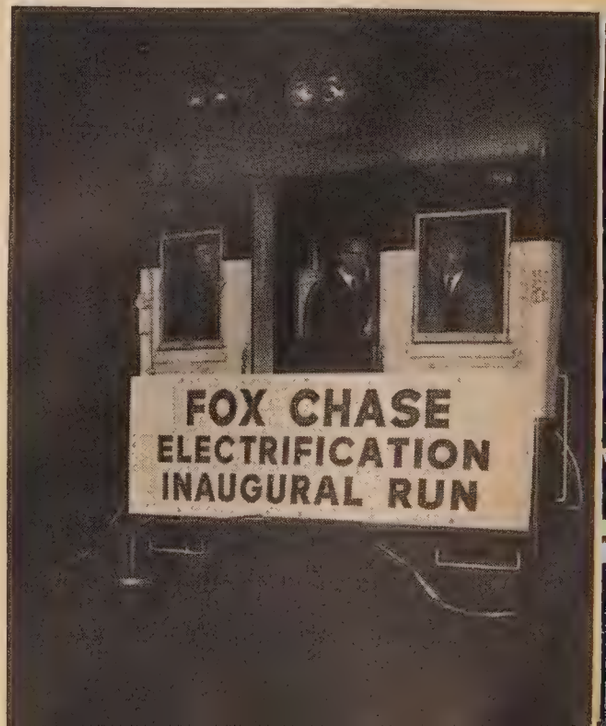
An excellent illustrated story of Dayton's trolleys and interurbans in years past was the subject of the summer, 1966, issue of *Gem City Saver*, a 14-page publication of the Gem City Savings Assn., 6 N. Main St., Dayton, Ohio. Two traction enthusiasts, Dr. Reed Prugh and Raymond J. Reger, assisted in preparing the article, but we don't know whether or not additional copies are available.

***The Western Railroader* for Aug. '66 had a 15-page illustrated story of the Marysville & Yuba City Railroad. This was a system of horsecar lines that ran in northern California from 1888 until 1911, finally being replaced by the Northern Electric Railway, which later became part of the Sacramento Northern. *The WR* is published 10 times a year by Francis A. Guido (featured in *Railroad Magazine's* series of *Interesting Railfans*), P.O. Box 668, San Mateo, Calif. Single issues in U.S. cost 50¢, yearly subscription $1.60. We don't know the price in other countires.**

Meat trolley: unique service of the Arequipa Electric Tramway Co. high in Andes Mountains in Peru. Unnumbered car runs daily between a local slaughterhouse and a downtown market.
Allan H. Berner, 871 Aberdeen Rd.
Bay Shore, L.I., N.Y.

The last Australian-built tram ran in Brisbane for the last time in March, 1964. Picture shows her on tour for the South Pacific Electric Ry. Museum.
Photograph by SPER Museum

First major electrification in U.S. in 30 years is that of the Reading Railroad's Fox Chase line extending into the city limits of Philadelphia. First passengers last Sept. 29th got free rides, tickets signed by Mayor, a nice souvenir.



Life on the Old Southern Pacific Train-Ferries

by Richard M. Murdock

The not-too-savory waterfront at Port Costa, Calif., showing the Ferry Exchange Hotel, as it looked about 50 years ago. Photo from Southern Pacific archives

THIS concerns railroading years ago aboard the world's two largest train-ferries, both operated by the Southern Pacific, and the towns they linked, with their gin mills and honky-tonks, and a long waterfront whose docks boasted a half-dozen huge grain warehouses totaling 200,000 tons capacity.

A retired switchman, Harvey Heu de Bourck, you'll find willing to talk. He says man's basic needs could be met on those ferries: "Food, drink, and love for a night or love for a lifetime." It was a world of pea-soup fog, gusty winds, and changing tides. A world of bass-voiced foghorns and bouys that tinkled endlessly. Bells tolling. Whistles screaming. Pungent salt air and creaky pilings. Busy yard goats, throbbing air-pumps, noisy couplings. And at night you could have heard the ring of feminine laughter from the swinging-door saloons and the houses with red shades half drawn or perhaps from the shadows on the docks.

The two huge train-ferries were the *Solano* and the *Contra Costa*, named after the counties they plied between. Your author remembers them well.

Slim, tall smokestacks, widely spaced
Above those decks that bore
Four tracks abreast for trains to rest
As their ferries surged to shore.

In clear weather it took the boats from 18 to 21 minutes to make the treacherous mile from Port Costa to Benicia. At one time 56 scheduled trains passed through Port Costa each day, all but those destined for Tracy and the San Joaquin Valley utilizing the ferries. At night, many passengers were unaware that their trains had temporarily put out to sea. Sometimes a Pullman shade would be left aloft, and with the fantailed switcher blocked alongside, curious enginemen and switchmen were known to use a running-board to peer into one of the berths.

It is said that a rawboned young switchman, by making gestures just outside a Pullman window, scored a conquest in the alloted 18 minutes. Just as the ferry nosed into the Benicia slip, up came the window and feminine arms within helped to pull him through it while accomplices in the crew hoisted from below. There's no available report on what happened afterward.

Built of wood in 1879, the *Solano* was the older and smaller of the two ferries, and the most successful by far. She measured 420 feet and grossed 3459 tons. Her pair of one-cylinder 60x132″ walking-beam engines shared 2500 horsepower, each driving a side-wheel independently.

Her skippers loved her like a well-kept mistress, for she was quick to respond. On those rare days when heat lulled the wind and murky waters into temporary peace, the *Solano* sliced through the glassy smoothness with dignity and charm. But mostly she faced either the fog, wind, or rain with calm determination, conquering the tricky currents and saucy whitecaps, seemingly eager to please, always doing a job. She boasted a wide beam (116 feet) and her four tracks curved inward at the bows, two on each side of a center bulkhead. Sporting Scotch marine boilers, the *Solano* drew 18 feet 4 inches of water.

Increased rail business just prior to World War I required another ferry. So the *Contra Costa* was built in 1914 by the SP at West Oakland. Of steel construction, she was a whopping 433 feet long and grossed 5373 tons. Her beam measured 67 feet 3 inches and she drew 19 feet 10 of water. Also a sidewheeler.

But lacking her older sister's stability, she was fickle from the start. For 16 years her captains battled to square her away. Fair weather or foul, she'd cause trouble as the notion struck. With engines and boilers far to port and starboard, the *Contra Costa* had to resist a tendency to split herself lengthwise down the center. Too, when traveling light, her wheel had insufficien

bite, leaving her great hull pretty much to the mercy of tides. Reinforcing and ballasting alleviated this threat of splitting and the paddle-wheels were sunk further for an improved bite. Because her beam was slim and her bows blunt, the *Contra Costa's* four tracks were straight, with no dividing bulkheads.

Moorage for her was built on the Port Costa shore near the coal bunkers a half-mile east of the *Solano's* slip. But so deep and hazardous were the Straits in this place that pilings found difficult footing. One day half the berth was found floating down the bay! So a new slip was built, this time abreast of the *Solano's*. Despite the size of these boats, no locomotive larger than the 2400 class could board either one.

Sometimes, below the pilothouse bridge, a railroad dining car would be spotted perfectly for access through the cooling vent in the roof, in which case a man could be lowered head-first into its icebox for choice pickings. One afternoon engine foreman John de Forest lowered his helper. Unhappily, the latter's watch dropped to the bottom of the box, which required a more extensive descent for a retrieve. Just then a dining-car steward opened the icebox door.

"Why, hello there!" greeted the upside-down helper. "Just dropped my watch."

Regular switch crews and engines were assigned to each boat and the fantail locomotives were kept gleaming. Smoke was unthinkable. Fires were killed and stack plates used, particularly when a goat was spotted beneath a pilothouse. Among the many switchers used in boat service, those best remembered were the 1191, 1196 and 1199.

The old eleven ninety-nine,
A shield atop her stack,
Squats beneath the pilothouse
Of the ferry comin' back.

An engine foreman had to figure the number of cars that each track aboard the ferries could hold (usually five passenger, nine freight). He also calculated the space for road and boat engines. Varying car-lengths complicated things. Furthermore, the boats had to "keel even," sometimes a rough job with freight. Loads of cement on one side and straw hats on the other would never do! Freight trains of more than 34 cars required the use of both ferries.

Accidents did happen. Once a diner was shoved over the chocks, almost half the car teetering above the bay, and its crew were considerably shaken. After that, riding "on the point" diners was prohibited. On another occasion a Southern Pacific engineer named Jim Barnes, under an optical illusion caused by a combination of light beams and high tide, plopped the 2460 into the bay before the boat was moored! Both Jim and his fireman swam to shore, but it took nearby Mare Island Navy Yard's largest marine derrick to hoist their engine out of the drink.

On the Port Costa shore a series of crossovers gave both slips access to east- and westbound main lines. In Benicia, a complicated arrangement of eight puzzle switches called for unusual alertness by crew members; and there was more than just boat switching. Lining the waterfront were the famed Benicia Arsenal with its maze of tracks; a huge leather tannery, and several fish, fruit, and vegetable canneries. Also dispensers of red-eye and commercialized love.

During the Roaring Twenties, with passenger train service in its heyday, bootleggers were soon tagged by their oversized suitcases, as were fancy ladies by their mode of dress and roving eyes. Should a bootlegger leave his suitcase unattended in a Pullman vestibule, he was destined to return to empty space, and the wayward girls were not above suspicion of theft.

The week-ends in old Port Costa (also known to boomers as "Port Chaw," "Bull Valley," and "Corned Beef Junction") grew wild when stevedores, warehousemen, sailors and railroaders were let loose on the town. In boom years the week-end population (now about 250) was known to reach 5000.

One oldtimer who remembers those bygone days is lanky Bill Clarke, currently SP's general yardmaster at Martinez, four miles east of Port Costa. "Every Monday morning," he recalls, "a gang charged with disorderly conduct would face Judge Casey. It was 'Ten days or ten dollars' to each man found guilty—unless the skirmish had taken place in the saloon owned by the judge, in which event you heard 'Case dismissed!' "

Richard M. Murdock, Southern Pacific engineman and railroad writer.

The Solano approaching *Port Costa*.
From Southern Pacific archives

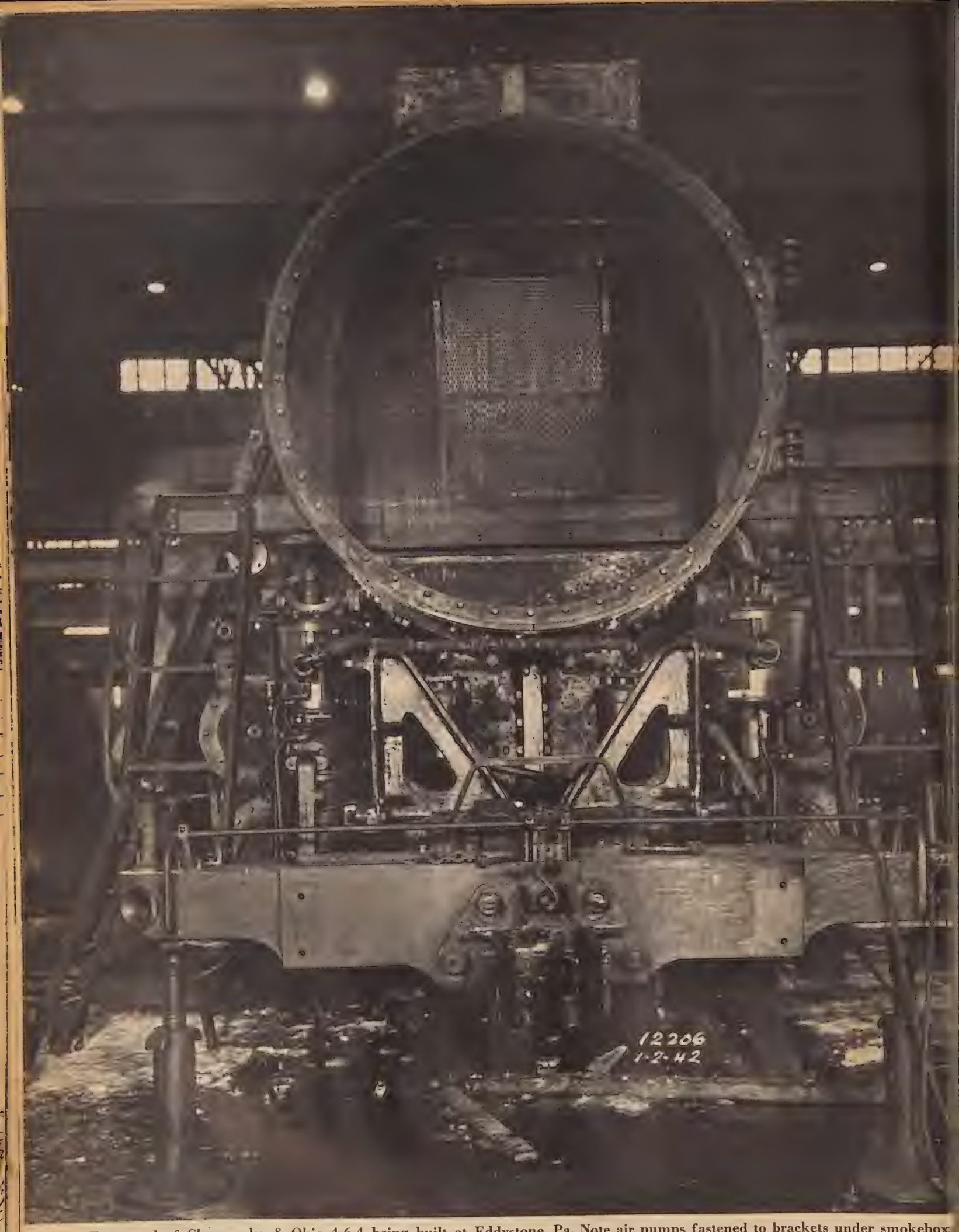
As the boat jobs were preferred and, in the case of enginemen, were bid in for a year, many Port Chaw boomers had to work the lowly warehouse switchers, which accounted for the large turnover of personnel. At times boomer switchmen could mark up regular on daylight goats the moment they hired out. But mostly they toiled nights, and the traditional way of saying they'd had enough—time to move on—was dropping their lanterns into the bay.

Bill Urbick, a retired yardmaster but now justice of the peace at Port Costa, recalls well the waterfront days. "All that a switchman had to do," he said, "was toss his glove into the open window of any saloon, return in half an hour, and find a pint in it."

One waterfront character, "Spike" Henessey, was colorful, all right. Hogger on a Port Chaw goat, he liked to fight. He kept in trim by swimming the Straits at slack tide and by tightening the packing glands of locomotive throttles to the point where only he could budge them. Spike's greatest day was St. Patrick's. Decking his burly frame in orange, he'd proceed from one waterfront saloon to another, challenging to fisticuffs each son of the green—there were plenty among the stevedores—and he seldom came away loser.

But the romance of railroading boatmen, if you could call it such, died November 30, 1930, when the *Solano*, packed to the gunwales, nosed sadly into Port Chaw for the last time, ending an era she'd started 51 years earlier and taking with her a half-century of memories. The skipper, no doubt, was recalling much he'd seen from the pilothouse—perhaps even that young lady who helped an amorous boatman into her berth through a Pullman window.

So the *Contra Costa* and *Solano*,
Alas! are ghosts today—
Fate's cruel seal a bridge of steel,
That spans their tide-torn bay. ●



Front end of Chesapeake & Ohio 4-6-4 being built at Eddystone, Pa. Note air pumps fastened to brackets under smokebox

Illustration from Fred Westing's new book (see page 50)

Books of the Rails

***Directory of* RAILROAD OFFICIALS & YEAR BOOK: 1966-'67, compiled from official sources under direction of editor of *The Railway Gazette*, 698 pages, 5½x8½", indexed, Tothill Press Ltd., 161 Fleet St., London, E.C. 4, England; price in Britain 70 shillings, in U.S. $10, in Canada $10.50.**

"World political and industrial developments, the greatly increasing use of electric and diesel traction for mainline railways, and the growing tendency to build rapid transit urban underground systems," says the preface, "have all made their mark in the present volume."

This standard reference work, now in its 72nd year of publication provides data on railways all over the globe, with specific chapters on Locomotives and Rolling Stock (including suppliers, diesels, railcars, automatic brake systems, etc., and 4 pages on steam locomotives), Oil Engines, Transmission Systems, Signalling, Electrical Railways, Statistical and Other Information, and four indexes.

"The U.S.A.," we read, "remains the only major country in the world where rail transport is provided exclusively by commercial undertakings in competition with one another. Since 1957, when the modern merger movement began, some 40 mergers have been submitted to the Interstate Commerce Commission for the requisite sanction, and most have been approved. The consequential changes are recorded in our pages."

The book gives much space to U.S. railway statistics, development of world's rail mileage; principal altitudes, longest tunnels, and station platforms on world's railways; noteworthy railway bridges and viaducts; right- and left-hand running; longest stretches of straight line; principal gages; steepest gradients; speed records; and railway bibliography. It is a book that nobody interested in railroading would want to miss.

RAILS *to the* NORTH STAR: *100 Years of Railroad Evolution in Minnesota*, by Richard S. Prosser, 283 pages, 8½x11", illustrated with full-page multi-color maps, black-and-white maps, and b&w photos, with detailed chronologies, official reports, and a bibliography, indexed, Dillon Press, 108 Washington Ave. N., Minneapolis, Minn. 55401, $15.

Prosser's well-documented and scholarly tome, weighing slightly over three pounds and marking the centennial of railroading in the North Star State, is by far the most impressive work we have ever seen devoted to the railroads of a single state. Minnesota's railroads really began Feb. 26, 1857, when Congress conveyed to the Territory (as it was then) lands in alternate odd-numbered sections within six miles of each side of the right-of-way, these lands to be allotted to railroad builders. The Territorial Legislature responded by chartering four "land grant" railroad companies, and rail-laying soon began in earnest.

In addition to detailed histories of large and small steam railroads, the book includes interurbans, logging roads, and even streetcar lines. As a reference source it is irreplaceable. Included, of course, is the electric railway named for a horse, the Dan Patch Line; and we come upon this curious tidbit: "A new mode of transportation, in the form of a private vehicle called the automobile, was under development in the East."

OPEN THROTTLE: *Stories of Railroads and Railroad Men*, selected by Phyllis R. Fenner, 223 pages, 5½x8¼", illustrated, Wm. Morrow & Co., Inc., 425 Park Ave. S., New York, N.Y., 10016, $3.75.

No anthology of rail fiction would be complete or worthwhile without Harry Bedwell, who was perhaps the greatest of them all. That boomer brass pounder and train dispatcher wrote most of his now-famous tales for *Railroad Magazine*, a few for *The Saturday Evening Post*, and one or two for *Argosy*. Miss Fenner includes two Bedwell titles in her book: "Imperial Pass" and "Smart Boomer," both reprinted from *The Post*. Both exemplify Bedwell at his best.

Another good *Railroad Magazine* author, Harold Titus, is represented with "Hot Engine" and "A Little Action." The remaining six stories were written by Carl Henry Rathjen, Stephen Vincent Benet, Murray Pringle, Sholom Aleichem, Wilbur Schramm, and Conrad Richter. Some readers don't care for railroad fiction, but those who do like it —and there are many of us—will find *Open Throttle* eminently satisfying. But Joe Easley could have done a much better job than Charles Geer did with the illustrations.

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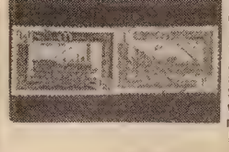
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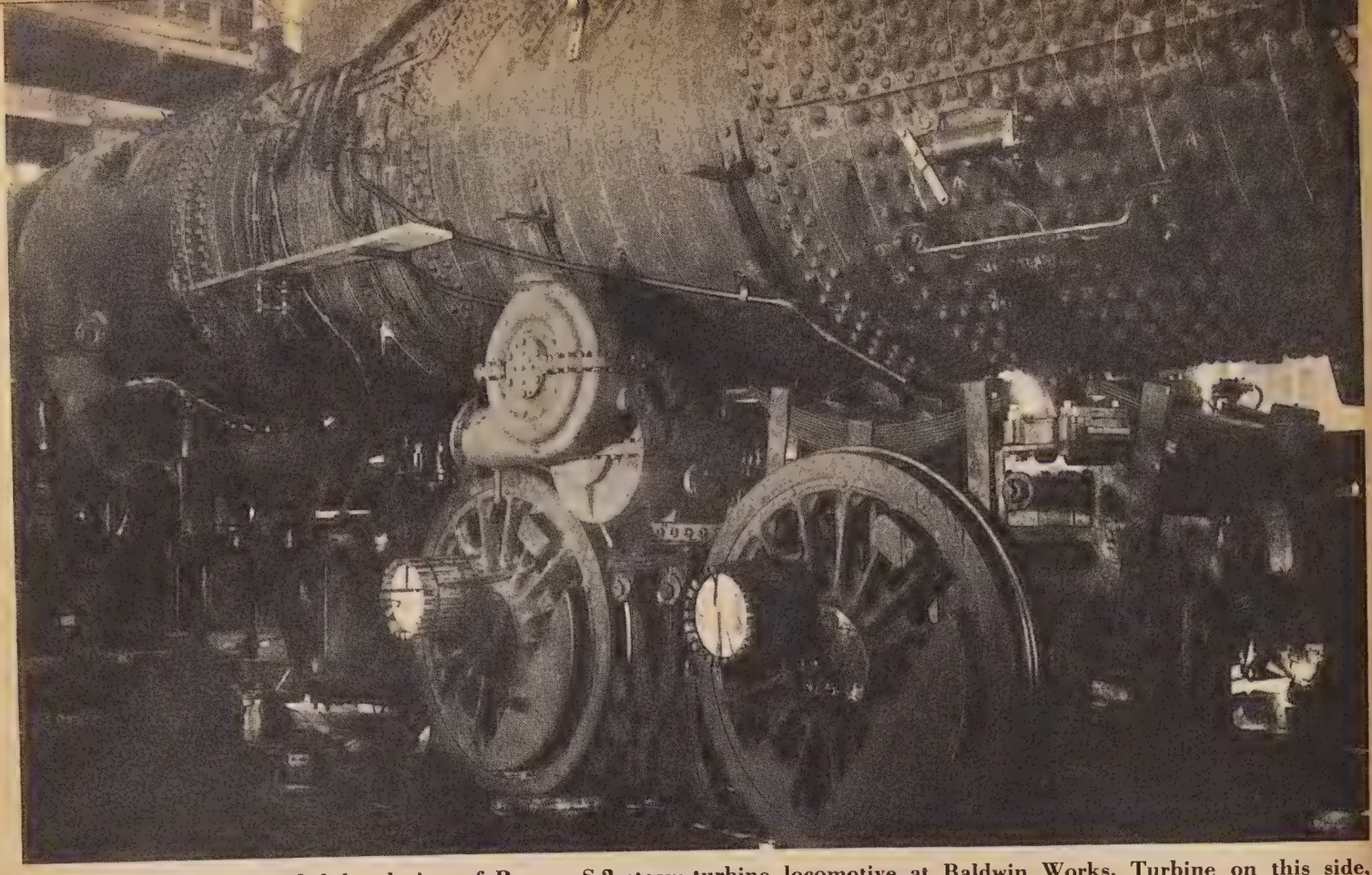

Building a mighty giant: left-hand view of Pennsy S-2 steam-turbine locomotive at Baldwin Works. Turbine on this side, 1,500 hp, was used only in backing up. Right-side, or forward, turbine delivered 6,900 hp, and even more in actual tests.
Photo from Westing's new book, "The Locomotives That Baldwin Built"

Fred Westing

THE LOCOMOTIVES THAT BALDWIN BUILT, by Fred Westing, 192 pages, 8x10½", illustrated, Superior Publishing Co., 708 6th Ave. N., Seattle, Wash. 98111, $12.95.

Although full-size steam locomotives are no longer being built in America, *Baldwin* is still a magic name, and Fred Westing's history of that great institution should have a wide sale. It is Fred's third book, the other two being *Apex of the Atlantics* and *Those Handsome Hudsons,* besides numerous articles he wrote for our magazine and *Baldwin Locomotives,* a famous quarterly.

The son of a New York subway worker, Fred was employed first by the Pennsylvania Railroad, then for many years by Baldwin Locomotive Works, and is now a technical librarian at Franklin Institute in Philadelphia. His new book includes a complete facsimile of the original history (written mostly by Paul T. Warner) of the Baldwin Works from 1831 to 1923 (117 pages, long out of print), which Fred has brought up to date, so far as Baldwin steam is concerned, by covering the period 1923-1953.

Among the illustrations are photos from his own collection and that of Charles A. Brown, a Baldwin fellow worker, with whom he was permitted to save the priceless glass-negative file of Baldwin pictures. In all, there are over 300 photos, many of them never before published.

"This book does not represent a complete coverage of every Baldwin locomotive," Fred writes, "nor is it a complete history of the Works, but it contains ample material to show much that Baldwin accomplished in over 120 years of building 70,000 locomotives. It also illustrates the versatility that went into Baldwin's design and construction . . . One thing for sure, never before in such variety have so many Baldwin-built engines appeared between the covers of a book."

LOCOMOTIVES OF THE DICKSON MANUFACTURING CO., compiled by Gerald M. Best, 176 pages, 6½x10", stiff binding, illustrated, limited edition of 1,000 copies, Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, $10.

"Many books have been devoted to the steam locomotive in general, or the engines of a single railroad," Jerry Best writes, "but except for technical works and limited railroad historical society bulletins, little has been done to preserve the history and record of the locomotive builders' art."

This book is an exact reproduction of a Dickson catalog for 1885. At the time the original came out, Dickson had built about 500 engines, nearly half of them for three roads: the D&H, Lackawanna, and NYO&W. Sixteen years later, when the total was 1,334, it became part of the then-new American Locomotive Works. Included are detailed specifications of each type, many pictures, and for good measure Jerry has listed all of Dickson's iron horses, with individual data. Steam fans cherish books of this kind.

***The Picture Story of* WORLD RAILWAYS, by Christopher Johns, foreword by M. M. de Vos, 157 pages, 8¼x11", indexed, World Distributors, London, England; distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. 10802, $5.75**

Covering to some extent the entire earth, from early rail history up to the present, this work has a wider variety of illustrations than any other railroad book we know of. Some pix are magnificent; text matter is ample and informative. "This is not a technical book," the author writes. "It is a book about a great adventure that started nearly a century and a half ago and is still going on: the adventure of railway-building and railway operation."

***British Rail—Main Line* GRADIENT PROFILES, 76 pages, 8½x10½", illustrated, indexed, published by Ian Allan, London, England, distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. 10802, $5.75.**

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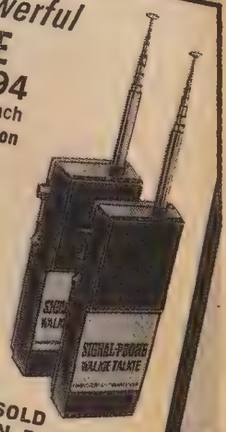

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A well-prepared book showing 156 detailed main-line profiles on British Railways, divided into six regions. Strictly for British readers.

TRAINS ANNUAL, 96 pages, $3.75; LOCOSPOTTERS ANNUAL, edited by G. M. Kichenside, 64 pages, $2.75; and BUSES ANNUAL edited by R. A. Smith, 96 pages, $3.75; each 7¼x9½", illustrated, handsome stiff cardboard binding, published by Ian Allan, London, England, distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. 10802.

All three of these perennials are richly illustrated with photographs; the first two in black and white and color, the third only b&w. *Trains Annual* (not connected with *Trains* magazine) carries 11 articles, written by British writers, leaders in their field; and two photo features, dealing mostly with railways in the British Isles. *Locospotters Annual* has chapters on such off-beat subjects as "The Day the Signalbox Fell Down" and "Britain's Disappearing Railways." The third book caters to bus fans.

TRAINS *of the* PENNSYLVANIA DUTCH COUNTRY, 60 pps., 8½x11", illustrated, thin cardboard binding, published by the author, John D. Denney, Jr., 227 Cherry St., Columbia, Pa. 17513, $2.

The author of this nostalgic book is a member of the R&LHS and NRHS living in the Pennsylvania Dutch area, one of the quaintest and most flavorful regions of the United States. His text matter and photos depict railroading in earlier years, both steam and electric, plus some present-day stuff. Here we find such long-forgotten lines as the Peach Bottom, the Stewartstown, the Cumberland Valley, the Cornwall, the Mount Gretna Narrow Gauge, and the Brownstone & Middleton.

HISTORY OF THE 3101, 14 pages, 8½x11", paperbound, illustrated with photographs by Gerald M. Best, J. L. Finnegan, Jim Shaughnessy, H. W. Hayward, Tom Schmidt, and Wm. L. Miller, published by Interprovincial Steel & Pipe Corp. Ltd.

Story of a Canadian Pacific 4-8-4, built in 1928 by CP's Angus Shops, Montreal, now displayed at IPSCO plant, two miles north of Regina. (Sister locomotive 3100, built in same year, is preserved by the National Museum of Canada in Ottawa). We hear from James E. Lanigan, 4820 8th Ave., Regina, Sask., Canada, that copies of this well illustrated booklet are available free by writing to Mr. B. Yeo, public relations manager, Interprovincial Steel & Pipe Corp., Ltd., P.O. Box 1670, Regina, Sask., Canada. Only one copy to each person, says Jim; bulk quantities for bona fide railfan clubs.

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The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

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THE MAIL CAR

(Continued from page 10)

Campina Grande in Paraiba state of northeastern Brazil. He was taken as a guarantee of payment for his freight-car fare from Recife and has remained unredeemed while consuming huge quantities of hay and water, both scarce commodities in the drought region.

"Anyone who objects to pictures of railroad girls or railfanettes must be morbid," writes Joseph Fox, Monomark, BM, Exn. 3, London, W.C.1, England. "He should not compare your well-presented photographs with the stuff in girlie magazines. I am 65 years old but still like to see fresh young faces. For several years, while traveling on the European continent, I have sent a picture postcard to each young person I know, even though it means the time and expense of buying and addressing 300 cards."

LAST chance to see active steam power in Great Britain, aside from a few tourist shortlines, is the year 1967, according to a British Railways engineer, John Drayton, 13 Sycamore Rd., Griffithstown, Pontypool, Monmouthshire, England, pointing out the likelihood that steam's final outposts in his country will be northern England, both east and west. John has written a poem in connection with the coming of diesels to the Vale of Neath line in Wales, part of which was closed in the summer of 1964. Here it is:

NUMBER 10

Through the Vale, all steam
And thunder,
Rides a freight, and Ten's
Her number.
Soot and cinders shower
The track
Upward, downward,
From the stack.

Staccato beats ring loud
And clear,
Then echo back upon
The ear.
Smoke and steam in a
Wake of sound:
Loaded, empties,
Rhondda bound.

A sight to be seen, her
Paintwork bright
Gleams copper, brass,
In fading light.
Wearing her smoke plumes
As a queen,
She rides to the sunset
Like a dream.

Dramatic are such scenes
Of action,
But the stage is set
For diesel traction.
Diesel "growlers"
Not far away
Must replace steam power—
Well, so they say.

THE OLD Toledo & South Haven, nicknamed "Touch & Shove Hard," will never be forgotten by Ed Edmonds, 48889 Oak Drive, Box 248, Morongo Valley, Calif. 92256. Says he: "This nickname was based on the fact that the road ran Sunday excursions, using 2 or 3 extra coaches that made the train too heavy for a small engine to pull over the hills, so the male passengers had to get out and help push the cars. Despite its official name, the T&SH never went within 100 miles of Toledo but did build a 3-foot-gage branch from Lawton to South Haven, Michigan.

"Back in 1895, when I was 14, I knew the engineers on the road's two woodburning engines and often rode in the cabs with them. Sometimes I fired those engines. When they ran out of wood, the hogger would stop at any place where wood was piled up and we all helped to heave it into the tender. I do not remember the T&SH as having had any water tanks. When a hogger needed water he'd stop and drop a hose into a creek and siphon up water.

"I never went firing on the narrow-gage, but in 1897 I began to swing a mean scoop on the standard-gage road going through my home town. In 1901 I was running an engine on that road but not for long. My itchy feet boomed over a dozen or more roads from Winnipeg to Mexico City, mostly in Mexico. I remember pulling trains up the very steep mountain grade to Cardenas. The timetable said it was a 3 percent grade, but I think it was much more. I want to hear from anyone who can tell me about that mountain."

ENGINE CREWS in the old days had to care for their own locomotives, recalls Lewis C. Mincher, retired Minneapolis & St. Louis hogger now living in his old boyhood home at 204 S. Second St., Wapello, Iowa. "To mention just a few of our extra chores," he writes, "we had to set up wedges, pack the valves in the cab and, while on the road, the piston and valve stems, too.

"We had no side curtains or back boards, so to protect ourselves in severe weather we'd nail up a grain door on the back of the cab. There were no Federal engine inspections then and often the engine left the track because of sharp flanges on the wheels. Sometimes the pilot would be so low that it would pick up crossing planks, especially in wintertime. These and similar troubles (a list of them would be as long as my arm) were eliminated almost entirely through the efforts of the Brotherhood of Locomotive Engineers."

FRANCE and Great Britain have reached agreement on building a railroad tunnel under the English Channel, linking the Island with the European continent.

The 32-mile, two-lane rail link will run from Dover, England, to Sangatte, near Calais, in France. Construction costs, expected to amount to about a half billion dollars, will be shared by the two countries.

When completed in 1970, the tunnel is expected to be able to speed freight and passengers between Britain and the continent at the rate of 3,000 cars an hour in each direction.

Napoleon toyed with the idea of building a tunnel under the English Channel 163 years ago. The idea has been brought up again and again over the years, but until now the British opposed it for military reasons.

Pan Pals Wanted

Sharon A. George (14), Route 1, Duncannon, Pa. 17020

Jane Garretson (17), 117 Linoln Avenue, Shrewsbury, W. Va. 25184

Janice Reiling (14), 1113 N. White Street, New Orleans, La.

Margie Smith (17) and sister Hilda (16), Box 4, Parks, Neb. 69041

Cindy Tims (17), 3218 S. Wallcae Street, Chicago, Illinois.

Charles Stephens, 2566 Hoods Creek Pike, Ashland, Ky. 41101

Jon Driedzic (15), P.O. Box 80, South Prairie, Wash. 98385

Alice Faye Hannah (16), Pond Run Road, Racelland, Kentucky

Lucinda L. Purvis (66), 1822 S. Webster Street, Kokomo, Indiana 46901

Donna Schaff (14), 504 Fifth Avenue, N.W., Mandan, N.D. 58554

Randy Dutton (15), Box 926, Wallace, Idaho 83873

Vicky Bupp (17), RD 1, Elliottsburg, Pa. 17022

Jimmy Wilkinson (12) and Barry Robinson (12), both on Bridge St., Mardela Springs, Md. 21837

Pat Patterson, 2869 W. 8th St., Los Angeles, Calif. 90005, wants to hear from anyone interested in Panama RR. or Panama Canal.

Ellis Acker, Jr. (44), 615 Gadsden Rd., Anniston, Ala, 36201

Wendy Machleit (15), 821 North Hemlock Street, Evart, Mich. 49631

Lulu Belle Gilton (30), and Sandra Gilton (19), 1005 Jackson Ave., Huntington, W. Va. 25700

Richard Carver (17), RR. 4, Box 31A, Peoria, Ill., also his brother Hershel.

Miss Ellie Howard (26), 808 Ave. I, NW, Childress, Texas 79201

Miss Marie Elena Arredondo, 7712 Monterrey, El Paso, Texas

Margaret (15), Teresa (13) and Robert Hill, 24299 Laetham, East Detroit, Mich. 48021

Richard Bouser Jr. (18), 73 Ulp Street, Masury, Ohio 44438

Kenneth Means (19), 961 Linoln Drive, South Charleston, W. Va.

Delbert (18) and Ronald Stphenson (16), Kanawha City Station, Charleston, W. Va.

Sidney Kotan (33), 144 Attorney Street, New York, N. Y.

Hearold Parker, Box 43, Ave., Rural Station, Masury, Ohio 44438

John H. Combs, 199 Milledge Avenue S.E., Atlanta, Gorgia.

Jane Ellison, RR. 4, Scottsburg, Ind. 47170

Henirva Campbell, RR. 4, Tazewell, Tenn.

Steve Deaty (16), P.O. Box 23, South Prairie, Wash. 98385

Mrs. Ruby Raymer (58), 720 Silver Street, Lewisburg, Tenn. 37091

Christine Fabsik (14), 2702 S. Komensky Street, Chicago, Illinois.

Pat Paton (14), 163 Dieppe Ave., Pointe Claire, Quebec, Canada

Linda Schelenbaum (15), 208 East 6th Street, Trinidad, Colo.

Lance Leskowitz (15), RD. 2, Box 361, Tyrone, Pa.

Irene Glavin (19), 48 Mt. Prospect Ave., Clontarf, Dublin 3, Ireland.

Bonnie Mitchell, Box 51, Orangeville, Ohio 44453

Pvt. Duaine G. Imhoff, U.S. 5642318 1st. Pl. Co. D. 4th Bn. 47th Inf., Fort Riley, Kansas.

Linda Bell (18), 1427 Walla Walla Ave., Walla Walla, Wash. 99362

Carole Petty, 17738 Miller Avenue, Fontana, Calif. 92335

Karen Edgar (15), RD. 2, Box 77, Whitton Rd., Neshanic Station, N.J.

Karyn Locken (16), 145 Atlantic Avenue, Winnipeg, Man., Canada

Betty Fass (14), 544 Aikins Street, Winnipeg, Man., Canada

Dean Stevens (15), 7 Pond Run Road, Racelan, Kentucky

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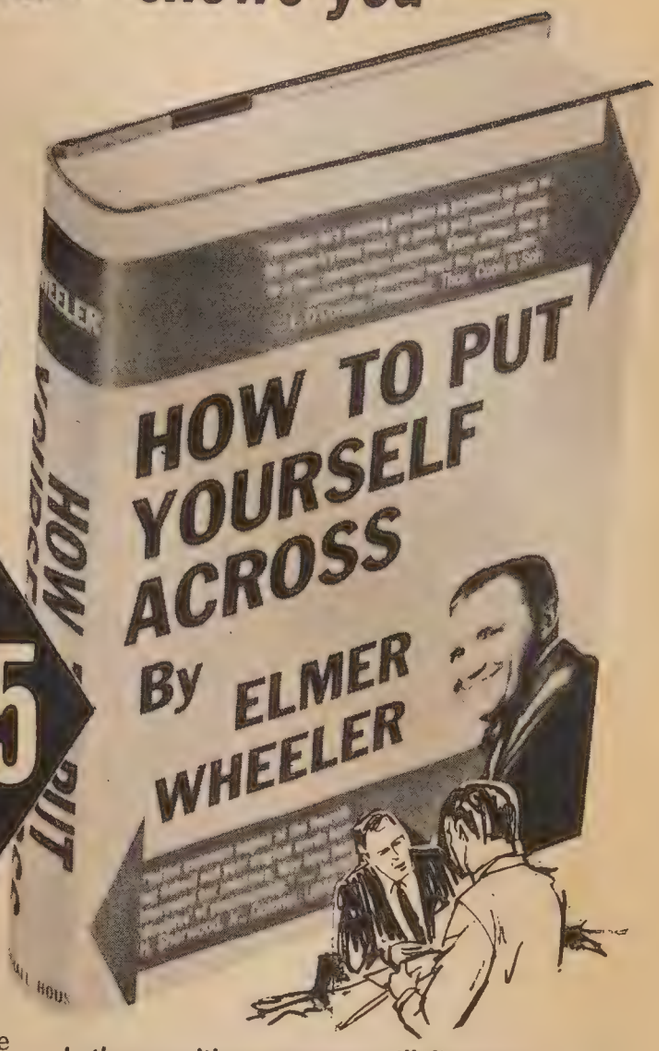

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ABOUT THE AUTHOR

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it. Thousands of men and women have been shown the way to greater success in Elmer's over 20 books. In this book Elmer's advice and experience is directed to people everywhere who wish to learn the knack of improving human relations in all phases of life.

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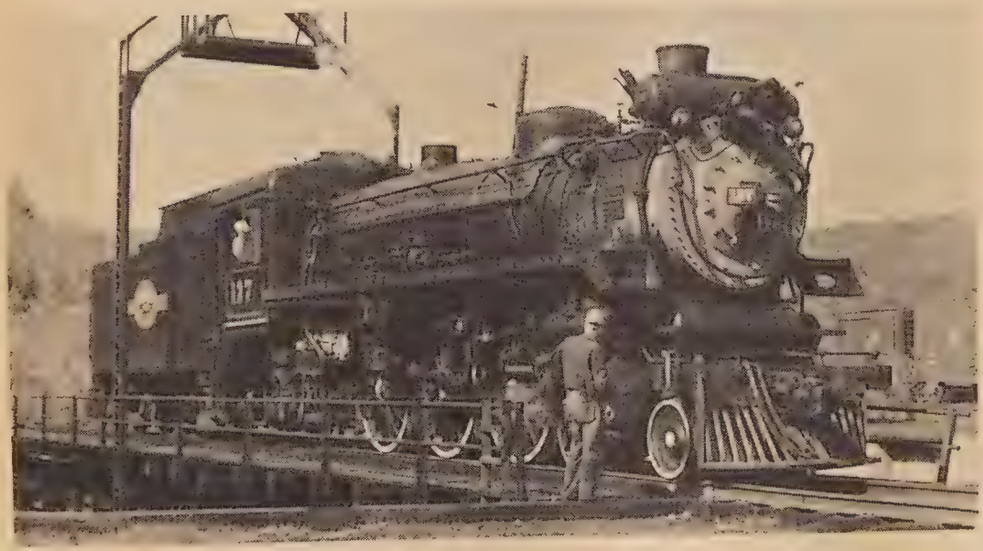
The first steam engine in a decade to pull a passenger train out of New York was Steamtown's 4-6-2 No. 127, originally Canadian Pacific 1278. The train left Jersey City last October 16th on a run over the Jersey Central to Jim Thorpe, Pa. (Left to right) Trouble with the bell, and taking on coal with a crane and water through a hose, compliments of the Behlehem Fire Department. Lower pictures show the turntable at Jim Thorpe and the engine back in Jersey City late at night.

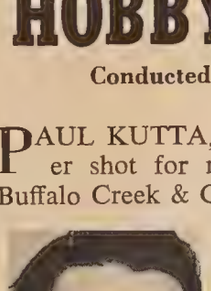
Three photos by Joseph A. Mannix. One above, by Arthur T. Knowles



HOBBY CLUB

Conducted by Sy Reich

PAUL KUTTA, who made our cover shot for next month, showing Buffalo Creek & Gauley engine 13 in a "winter wonderland," says he took the picture Dec. 31, 1964, on almost the last day of BC&G complete operation.



Sy Reich

"It was one of the coldest days I can remember," he explains, "many degrees below zero. I was wearing long johns, two sweaters, a ski jacket, and an Air Force parka, and I still felt cold. Having gone down to the BC&G in West Virginia to catch the operation before it quit entirely, I took the shot as the engine left her terminal, just after she had been steamed up and was running light to pick up her train.

"There is too much similarity in railroad photos. My preference is for variations; that is why I made this shot."

Paul is 26 years old, living on Shadyside Ave., South Nyack, N.Y., working for the New York Central as a rate analyst in the pricing department, which makes and adjusts freight rates. His family tree includes an uncle now braking on the ACL, and four great-uncles: two retired firemen, a retired brakeman, and a retired Pullman con-

ductor, on various roads. Paul has a fair collection of railroadiana, his prize piece being an orignial New York Central publicity painting, by Leslie Ragan, that depicts a Mohawk pulling a train along the Hudson. He also has about 7,000 slides representing most of America's major railroads and has a lot of timetables.

Railfans who have seen his color-shot for our February cover say it is beautiful.

Along the Steam Trail

The Soutern Pacific must relocate its cab-forward 4-8-8-2, No. 4294, the last steamer built for the SP. For years she has been on display in front of Sacramento station and her exterior is in excellent condition, having been kept painted and preserved from vandalism. She must be moved because a freeway is planned to go through the park she now occupies.

CORRECTION: L. J. Storey, who wants to sell the steam locomotive pictured in our December issue, page 47, lives at 121 Tenth St., Chillicothe, Missouri—*not* in California, Mo., as our caption stated. . . . Also: our printer omitted the credit to Norman F. Priebe, Rte. 1, Rosemount, Minn., for photo on page 43, December issue. Sorry!

Godwin Iron Works of Norfolk, Va., should be added to the all-time list of steam locomotive builders in the U.S. that appeared in our November *Information Booth,* according to H. Reid, 8549 Wayland St., Norfolk, Va. He says they also used other corporate names and operated from 1879 to '85, building mostly small engines and that one of their buildings still stands a few hundred yards from city skyscrapers.

H. Reid, who has written two hardcover books, *Virginian Railway* and *Extra South,* besides collaborating with John Krause on *Rails Through Dixie,* reports that after six more orders all remaining copies of *Virginian Railway* will have been sold out.

Charles M. Smith, a New York Central mechanical engineer, takes exception to a statement made by Tom Walsh in our November issue that in Bolivia, or wherever else a steam locomotive operates at high altitude, "the steam engines, because of a much lower boiling point, operate with maximum efficiency." He reminds us that while boiling point of water in an open kettle is lower as the elevation increases, the variation in a closed boiler at say 15,000 feet is less than one degree. He says the lower atmospheric pressure has no significant effect on the exhaust back pressure, for the restriction of exhaust nozzle and passages far outweighs any effects from the atmosphere.

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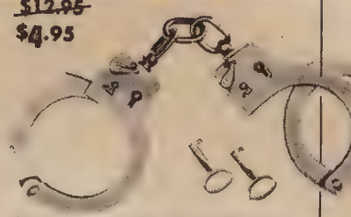

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Bill Jernstrom, who was No. 40 of our *Interesting Railfans,* bought about 2,000 original negatives of steam power, size 620, from the parents of a deceased railfan. "It was one of those all-or-nothing type deals," he writes, "including some outstanding negatives I really wanted, so I took the entire lot. What I didn't realize then was the large number of duplicates (for example, over 100 of the CB&Q 5632 and over 100 of the same Canadian National 4-8-4, often used on fantrips) as well as the percentage of fantrip negatives in general.

"Now I'd like to dispose of these negatives at very low prices, 20¢ to 45¢ each, depending on the subject and quality, but only in lots of 100 or more. Many are really fine negatives, some are only fair, but all are usable. Among the many roads represented are N&W,

RDG, CB&Q, C&S, SP, CN, CP, IC, logging roads (Shays, Heislers, Climaxes), EBT, BC&G, ET&WNC, Ky. and Tenn., Preston, and shortlines of

Now and then we hear rumors that this Raritan River Railroad crossing at Parlin, N.J., will be automated, but as we go to press it is still "Armstrong."
Irving L. Wild, 270 Avenel St., Avenel, N.J. 07001

Rail News: The Newspaper of British Railways

Barbara Robson, 28, redheaded, of Blairardie, Glasgow, Scotland, works for the British Railways as a barmaid in the griddle car of a Glasgow-Aberdeen train. (Unlike a regular diner, a griddle ear serves both hot meals and light snacks.)

Middle Atlantic states. Wheel arrangements range from 0-6-0 to 4-8-4. Some action shots. About half the pix were made on fantrips, but none show railfans blocking the view of a locomotive. I also have about 100 color slides and size 620 color negatives (not slides). My address is 822 Pelham Drive, Fort Wayne, Ind. 46805."

The Wanamie Mine's three Vulcan 0-4-0 steamers are still operating in the hills near Wilkes-Barre as this magazine goes to press and are likely to continue in service at least through November, reports the Rev. Albert W. Kovacs, pastor of the First Reformed Church, 500 S. Franklin St., Wilkes-Barre, Pa. Those three are the last active steam locomotives in the anthracite fields of Pennsylvania. A premature report said they had already been replaced by mechanical coal-dumping equipment.

In Upper New England

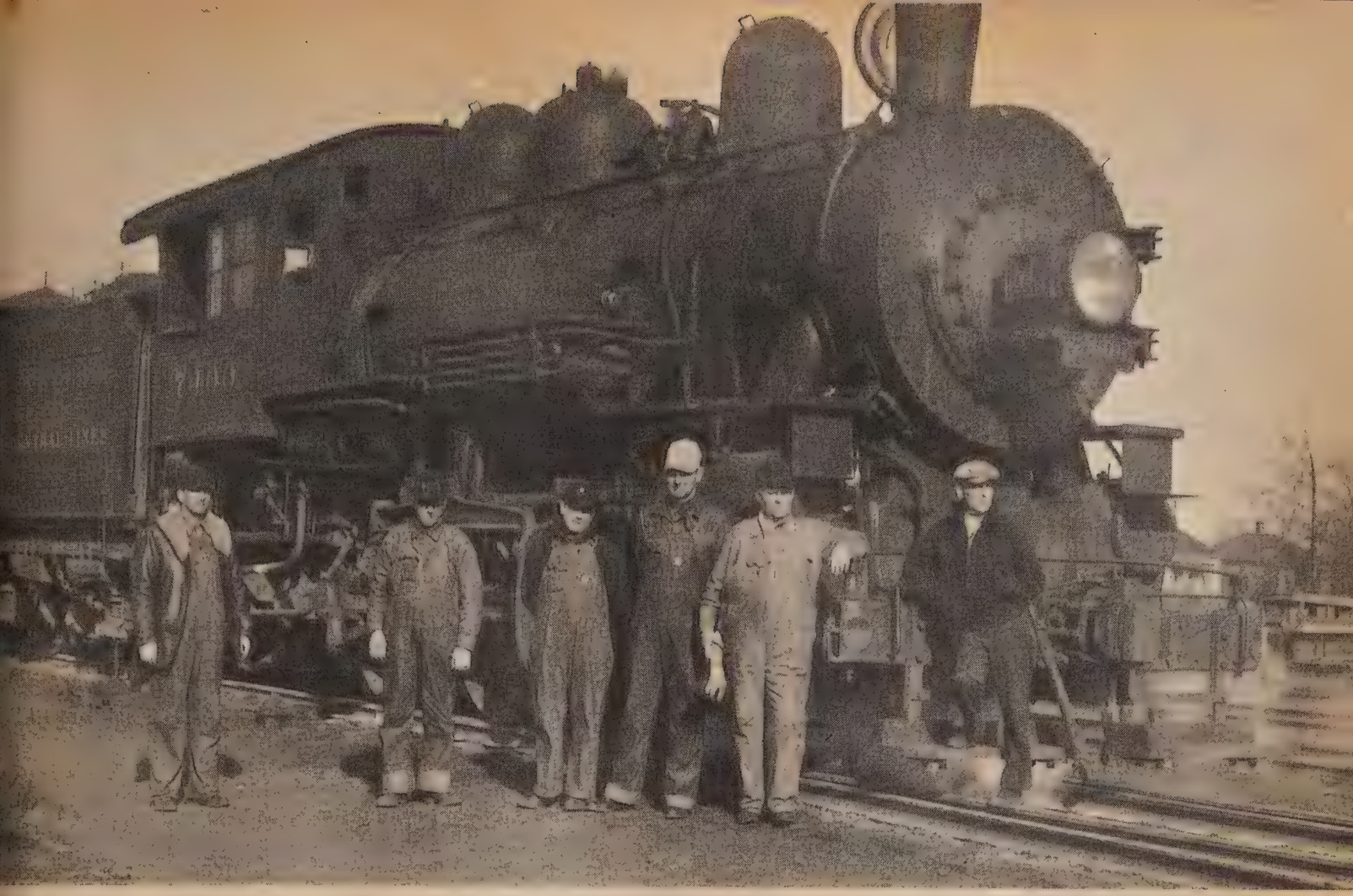
"While traveling north through New Hampshire," says Frederick G. Bailey, Bellows Falls Rd., Walpole, N.H. 03608, "I noticed that most of the old stations I passed were disused and deteriorating, but the handsome stone depot at Laconia is now the town municipal offices. Laconia has made a serious effort to preserve its beauty whereas the people of nearby Lakeport have let theirs fall into the hands of a baking company which seems to have little regard for the building's looks.

"At Steam Village in Gilford I saw No. 7, a German-built 0-4-0T (Henschel 1930), wheeling passengers on 2½ mile excursions. A second 0-4-0T and a recently acquired diesel were stored serviceable. Future plans call for additions to the 2-foot-gage system plus installation of a one-foot-gage line, the latter to begin operation with 5 scratch-built steam engines. Steam Village has a quaint depot and a small water tower.

"The former Beebe River Railroad, originally an extensive logging line, then a mill switching road, has all but disappeared. A short spur leading from the Boston & Maine holds a few old log boxcars, just about the only remnants of the shortline to be seen, and these seem to be waiting for the scrapper's torch.

"At Lincoln, the East Branch & Lincoln Railroad right-of-way has been roped off and posted by the road's owner, Franconia Paper Co. The rusty 2-4-2T No. 5 and 0-4-0T No. 3 are still displayed, but railfans can no longer give much attention to them or to some of the other interesting equipment left over from the years when EB&L was a prosperous logging line. Apparently some acts of theft and vandalism have changed Franconia Paper's once-friendly attitude toward rail enthusiasts.

"I found the White Mountain Cen-



Big Four engine 7400, photographed before the 1936 renumbering of New York Central. Query from Lloyd Hendricks, 125 S. 34th Street, Boulder, Colo. 80302: "Who can identify these six men. When, where and by whom was the picture made?"

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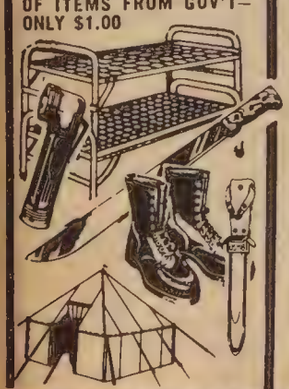

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No. 12, one of the Baldwin narrow-gage 2-8-2's operated by East Broad Top, is outbound as she leaves Rockhill Furance (Orbisona), Pa., and passes under this quaint old bridge, a queen-post type. The EBT, on Rte. 522, is 5 miles long. Originally a coal-hauler, it was abandoned, then revived as tourist line; is now a registered National Historic Landmark. We approve

Photo by Dan Fink, 65½ Pomeroy Rd., Athens, Ohio 4570

at North Woodstock noteworthy because its woodburning Heisler, No. 4, was being fired and run by teen-age Miss Carol Clark. The tracks have not yet been laid across the line's picturesque covered bridge, but the management hopes to have it and several miles of new trackage in operation next season. WMC has acquired the former 'Chicago' station of the 'Santa Fe' Railroad from the now-defunct Freedomland amusement park in New York.

"Base Station of the Mount Washington Cog Ry. revealed that all 7 of the line's 0-2-2-0's were in steam. It is rare these days to find 7 locomotives in steam at one location, but this is a common occurrence on the Cog line. Judging from the new boiler I saw near the shops, the line aims to retain steam power for a long time to come."

Turning now to Vermont, Fred Bailey reports: "A short time ago 4-6-2 No. 127, ex-Canadian Pacific, made her maiden run in the U.S. by powering a Green Mountain freight train between Bellows Falls and Rutland. This was the line's second use of steam power in freight service, the first time having been with 2-8-0 No. 15 in October, 1965.

"After her successful freight run, 127 took over the Steamtown excursion duties from 2-6-0 No. 89, a Canadian National Mogul. The latter received minor repairs in the North Walpole enginehouse before returning to service Sept. 4th, when she joined 127 in Steamtown's first doubleheader of the season.

"Also in that enginehouse, Consolidation type No. 15 was repaired and was used on a doubleheader this past October, while the 127 had other duties, including a trip out of Jersey City. Repairs also were made to a Green Mountain diesel, formerly Delaware & Hudson 3036, which emerged from the shop in new colors as No. 306. It seems the GM road has decided to use 3-digit numbers on all its power."

Steam in Mexico

Recently returned from Mexico is Ron Salters, 26 Pierce Rd., Weymouth, Mass. 02188, who writes: "Although 16 stalls are converted to diesel use, Mexico City's famous roundhouse still has live steam. I saw some 4-8-4's being dispatched daily on freight and helper jobs. I also saw No. 1140 (2-8-0) sitting cold in the roundhouse, while across town in the San Lazaro narrow-gage yards steam was still being used on freight and switching."

Last summer a visit to Mexico was made by another reader, Virgil C. Staff, 1700 Sonoma Ave., Berkeley, Calif. 94707. He writes: "My wife and I spent a month chasing steam power. As July ended, the standard-gage roster stood at between 17 and 19 Niagaras in active service plus the twelve-wheeler which is still torn down at the Valle plant. It is very hard to get entrance legitimately into Valle, but other good places make a trip to Mexico exciting and profitable.

"The very best place is Huehuetoca. The other towns where one is almost daily assured of seeing steam are San Juan Del Rio, San Nicholas, Tula, and Teocalco. Steam power no longer goes through Queretaro to Irapuato and Escobedo. So that the northernmost town where one is likely to see steam power is at San Juan Del Rio or San Nicolas.

"Some steam does get as far north as La Griega, but access to La Griega is most difficult. Huehuetoca, San Juan del Rio or Tula are the best possibilities. If there is nothing at Tula, you can take a taxi cab cheaply over to Teocalco. The station agents are cooperative, so there should be little problem getting information. In general, helpers are cut in several cars behind the front unit. It is now rare for a train to have two steam locomotives. Generally, the forward power is diesel. This should not be discouraging to those desirous of going south, since there are still a number of trains with steam on the head end. Moreover, several engines a day leave 'light' for helper districts.

"The narrow-gage continues to be exciting, but a great many Consolidations have been scrapped. There is still steam at San Lazaro, Cuautla, Atlixco, Cholula, Puebla, Yautepec, Jojutla, Puente de Ixtla, Oriental, and Teziutlan. Despite the rumors, steam was still switching Puebla last July."

Setouts and Pickups

"Anyone want to buy a full-size railroad bridge?" asks Roy Wark, Rte. 14, South Barre, Vt., who was a Railway Mail Service clerk but resigned to go into another business because he saw that RMS was rapidly degenerating into a highway post office service (buses), thanks to the Post Office Department at Washington, which has been ruthlessly canceling railway mail contracts. Roy and his brother acquired a piece of land which included a 120-foot, single-track, steel truss bridge on the old Central Vermont right-of-way between Barre and Montpelier, Vt. The bridge is in good condition and could be shipped to some shortline. Roy will send detailed information for a self-addressed stamped envelope. See his item in the Switch List on page 65.

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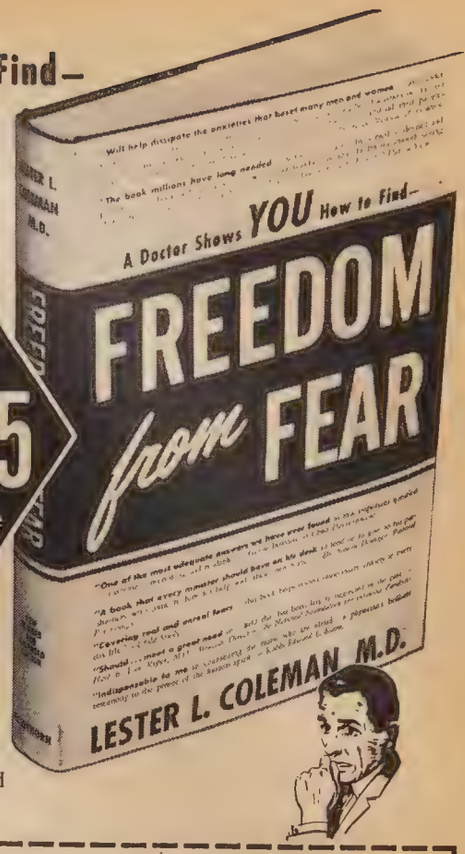

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diesel, and electric trains that opens to 10x17" is offered by Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10024. Price $1.95 postpaid; special rate for it plus the Santa Fe calendar announced last month, $3.45.

Reply to Dick Palmer's request comes from George W. Spire, 1120 C St., S.E., Washington, D.C. 20003: "Virginia & Truckee engine second No. 5 was scrapped at Reno in 1950. No 25 was destroyed by fire in the Reno roundhouse, also in 1950, a few days before the V&T's last train run. I'll gladly answer questions as to disposal of V&T power."

Seven new and beautiful postcard views in color of the Pine Creek (steam) Railroad are available at 45¢ postpaid from the New Jersey Museum of Transportation, P.O. Box 622, Farmingdale, N.J. If you want the 4 different ones in an older set, you can get the whole 11 for 65¢. (See pages 16, 17.)

Speaking of new postcard views, the Columbia Park & Southwestern (trolley line), 7100 Columbia Rd., Olmsted Falls, Ohio, offers four very colorful ones for 30¢, postpaid.

George B. Abdill, a locomotive engineer who has written several books, buys or swaps prints and negatives of early Oregon railroads and oldtime locos of the UP, Central Pacific, Western narrow-gages, and the U.S. Military Railroad of the Civil War. Address: 444 S.E. Eastwood, Roseburg, Ore. 97470.

New Edition of *Quiz*

Imagine paying as many dollars in taxes as the railroads have crossties! That is exactly what America's railroads do. If you lay one dollar on every tie in the 372,300 miles of track, the total would be $913 million—just a million short of the annual corporate, property, and employment taxes paid by railroads to Federal, state, and local governments!

This is one of the many striking facts in a 64-page illustrated, pocket-size booklet, *Quiz on Railroads and Railroading,* published by the Association of American Railroads. The revised brochure is the 14th edition of *Quiz,* which was first issued in 1940 to answer numerous questions that the public was asking.

Among the other facts noted: For every person in the U.S. in 1965 the railroads operated the equivalent of 90 passenger-miles of travel, hauled 3,600 tons of freight a mile, and carried 47 pounds of mail and considerable express. In doing so, the nation's Class 1 railroads paid their employes more than $5.2 billion in wages and salaries, spent $1.5 billion for materials and operating supplies, and invested an all-time record of over $1.6 billion in new or improved plant and equipment.

Quiz explains the difference between Class I and Class II roads. The ICC designates as Class I line-haul companies those with revenues of $5 million or more a year, and those with less as Class II. The former, in 1965, operated 94 percent of the total rail mileage and represented 92 percent of the workers.

Some rail lingo also is defined. For example, a *shoo-fly* is a temporary track built and used for detouring traffic while the permanent line is being repaired. Non-railroaders might wonder what is the difference between miles of railroad and miles of track. *Quiz* points out that a mile of railroad (or route-mile) may consist of single track or more than one track. Thus a mile of railroad may include several miles of track. Latest figures show 212,000 miles of railroad and 372,300 miles of track. Like Barbara Kreimer's *Information Booth,* the booklet does not try to answer all railroad questions but whets the reader's appetite for further knowledge about the industry, which maintains the world's largest railroad library at AAR headquarters, Transportation Bldg., Washington, D.C. 20006.

Speeding into the Jersey countryside from downtown Manhattan. General Electric artist visualizes a future 160-mph Pennsylvania Railroad passenger train highballing through the "Northeast Corridor" en route to Phildelphia, Baltimore, and Washington. Fast service is scheduled to begin next October. **(See page 8.)**

Taber is a collector of railroadiana.

Antique Station Clock

When Tom Taber, a New Jersey rail fan, walked into the Cheltenham-St James station in Gloucestershire, England, last November he spotted an antique clock on the wall. Knowing that the depot would soon be closed and torn down, he asked an old friend Frank Littlewood, the local town clerk to ascertain if British Railways would sell the clock. In due course the answer came, "You can have it for two pounds ($5.60)." The timepiece was then shipped to New Jersey, and now occupies a place of honor in Taber's library.

A clock expert, who adjusted it, said "This clock is at least 100 years old and in such perfect condition that it should run for at least another century. I have never seen better-made works," referring to the 8-day, spring-wound mechanism with a heavy pendulum, enclosed in a solid mahogany case—a type no longer made.

The clock reminds Tom Taber of his several trips to Great Britain and his thousands of miles of travel on British Railways, including shop visits and rides in steam locomotive cabs.

"It gives a lover of railways a lift to travel in Britain," he says, "for each year the rail service there improves and the trains are speeded up, in contrast to the poorer, slower, and progressively less passenger service you find on Eastern U.S. railroads. The British Railways really like passengers and want more of them."

To which the clock ticks approval

Long, Long Ago

BOOMER FIREMAN. "In 1912, while drifting around the country from one railroad job to another," reminisces C.R.N. of Mokena, Illinois, who doesn't want his name printed, "I went to Little Rock, Ark., and hit the Cotton Belt for a job firing. Being short of firemen, they didn't ask many questions. They marked me up on the board and said, 'You'll be getting out this afternoon.'

"I was called about 5 p.m. on an extra north for St. Louis, but we hadn't gone far before my engineer turned out to be a rawhider. In those days the Cotton Belt furnished mine-run coal for its engines. I was splitting some huge chunks with my coal pick when the hogger said: 'Never mind breaking up those lumps. Throw them in and I'll break them up for you.' No doubt he could have done so, for he really knew how to handle an engine—that is, handle her in such a way as to make it tough on the fireman. But I replied: 'I can't. They're too big to go into the firedoor.' Incidentally, the head brakeman was riding the caboose with the conductor and the parlor man.

"Well, the engine was an old junk heap and I fought that hogger all night. As we approached a pretty stiff grade I tried to think of some way of getting back at him. I decided to swing down from the cab as soon as the hill slowed the engine to a crawl, leaving the old dynamiter by himself. So I started changing my clothes, getting ready to dismount, and the slave-driver said: 'Don't change your clothes yet. It's 15 miles to St. Louis.'

"'I know how far it is,' I said, 'but I'm not going to St. Louis. I am leaving you here on this hill.' With that he reached down into his seatbox and came up with a hogleg pistol and he said: 'You're doing nothing of the kind. If you want to stay healthy, you'd better fire this engine.' I looked into the mouth of that cannon and said: 'Okay, on second thought, I believe I'll go on into St. Louis.'

"So I did, with the idea of blowing the job as soon as I got there. But the master mechanic talked me into making a few more trips on the Cotton Belt. Well, I stayed for six months, which was much longer than I had been in the habit of staying with any one railroad. The rawhiding hogger must have been transferred to another division, for I never saw him after that first run." ●

IF there was $3 million in gold on the Colorado Midland train that dark night more than 63 years ago, no one really knows and no available record can verify it. Evidently the Midland accepted an unknown quantity of gold

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June 7, 1903, but desperadoes blew up the wrong train trying to find out. They were members of the "Butch" Cassidy gang from the "Hole in the Wall" valley of Wyoming.

This incident occurred in western Colorado on the Rio Grande. The story recently came to light in an interview with Claude Hayward, former resident of Parachute, and was taped at Grand Junction by Ray Cheedle, photographer-reporter for the D&RGW *Green Light*.

Hayward, now in his late years, lives with his wife in a trailer home in Una, Colo. He recalled that the Midland train had arrived from the east into New Castle. Midland's tracks there crossed the Grand (Colorado) River and joined Rio Grande rails.

Rio Grande train No. 5 was at the station ahead of the Midland. It was dark and storming. A baggage car was cut into the Rio Grande train, and the robbers got their signals crossed. One climbed into the locomotive cab while others had stationed themselves near Parachute, 37 miles to the east, waiting for the train. Ed Allison, engineer, and Fireman John Anderson objected to the unauthorized passenger, but when they heard he knew where there was a "bad place" in the tracks caused by high water, they let him ride.

As the train approached Parachute, the head end crew saw a fire by the railroad with several men standing by the glowing blaze. The cabside passenger pulled a gun and ordered the engineman to stop their train.

Others then uncoupled the baggage car and the engineer was told to get the hell out of there. Someone shot the light out of the approaching conductor's lantern, and the conductor hastily got back on the train.

Don Shay, baggageman, refused to open the door. The gang opened it by blowing up the car and stole an unknown amount of money. Posse members later found the gang hiding in the White Creek area. One posseman was killed.

Someone in the posse took a fat roll of bills from one member of the gang; but, says Hayward, "We never saw that money again."

It is believed that all robbers escaped except the man from whom the roll was taken. ●

Collection of C. W. Jernstrom, 822 Pelham Drive, Fort Wayne, Ind.
Built by Brooks in June, 1900, construction number 3455, this 0-6-0 worked for the Burlington, Cedar Rapids & Northern two years, then became Rock Island 188.

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use zip code.

Do not omit St., Ave., etc., in your address. Use abbreviation such as *tts.* (timetables); *emp. tts.* (employes timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our Feb. department is closed. All Jan. entries should reach us before Nov. 7th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y., 10017.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5, p.c. size pix locos, stations of LV, RDG, CNJ, DL&W, L&NE, L&HR, PRR, Pa. shortlines.

FRED ARONE, 377 Ashford, Dobbs Ferry, N.Y. 10522, buys railroadiana collections. Sells railroadiana. Catalog free.

C.A. BIRD, 2003 Bordner, St. Paul, Minn. 55116, sells train orders, emp. tts., train sheets, other railroadiana. (SSE)

RAY BROWN, Box 1, Middletown, N.Y. 10940, will buy loco diagram book of DL&W, L&HR, or NYNH&H.

EMERSON BUEL, Box 28, Furlington Flatts, N.Y. 13315, buys UV and NYO&W pix, tts.

BOB BULLERMANN, 5731 S. 113th St., Hales Corner, Wis. 53130, wants CB&Q steam front No. plates. Sells 35mm slides '65-'66 circus trains. (SSE)

H.E. CHELF, 819 Shermoor, Peoria, Ill. 61614, buys or trades for L&N and NC&SL railroadiana.

DAVE COHEN, 230 Juanita Way, San Francisco, Calif. 94127, sells transit maps, tts., etc.

ROY COLLINS, 5636 N. Moody Ave., Chicago, Ill. 60646, wants big steam loco calendar.

FRANK COOKE, Box 212, Brielle, N.J. 08730, trades narrow-gage info., pix, plans for switch keys.

STAN CREWS, Rte. 7, Box 797, Pensacola, Fla. 32506, sells rr. and trolley tkts., transfers, forms, trolley maps, etc. (SSE)

LOU CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, wants to locate J.H. Richards, formerly of Philadelphia, Pa.

CHAS. DAVIS, 3663 McCall Blvd., Bremerton, Wash. 98310, will buy 5-7/49 Mdl. RRer and Hamilton 992B rr. watch case.

WM. DAVIS, 715 S. Branson St., Marion, Ind. 46952, sells or trades sizes 116, 120, 127, 135, 828 diesel negs. (SSE)

HAROLD DAVISON, 611 3rd St., N.W., Austin, Minn. 55912, sells tts., pix, negs., mags., calendars. (SSE)

CHUCK DOUBROUGH, 43 Luscombe St., Hamilton, Ont., Canada, buys or trades GT railroadiana, buys rr. calendars.

LARRY EASTWOOD, 2560 Fetters Mill Dr., Bryn Athyn, Pa. 19009, sells CNJ steam diesel pix. List and sample 50¢.

DAVE ENGMAN, 479 Abbottsford Ave., Philadelphia, Pa., sells 616 negs., 35mm slides PRR, RDG, CNJ, EL, etc. No list.

TED GAY, 6 Northview Dr., Morris Plains, N.J., sells 16mm rr. movies.

A.J. GERMANN, 27 22nd St., Irvington, N.J. 07111, buys rr. glasses and playing cards with rr. ads on them.

WALT HARRIS, 1668 Brandon Ave., S.W., Roanoke, Va. 24015, sells back issues Railroad Magazine, Trains, rr. books, U.S. and British mags. List, 10¢ and SSE.

DICK HOISINGTON, 6 Park Ave., Derry, N.H. 03038, sells back issues Railroad Magazine, Trains, Mdl. RRer, RMC, etc. '48-'65. (SSE) Wants 9/62 Trains.

M.L. HOLCOMB, P.O. Box 69, Seattle, Wash. 98111, wants history of 10-wheeler used in TV serial show "Iron Horse."

DAVE HULL, 3915 Mountview Rd., Upper Arlington, Ohio 43221, trades lanterns, rr. locks, keys. (SSE)

M. JEFFERIES, 3 St. Lukes Rd., Bedminster, Bristol 3, England, will exchange 2½x5¼ b&w pix or 35mm color slides of British steam and diesel locos for same of U.S. or Canadian. (Ed. note: Next time, use either your first name or your first two initials with your last name.)

PETE JENSEN, Box 259, Montclair, N.J., sells action pix U.S.-built steam in Yugoslavia, France, Spain, ex-TARY cars in Vienna; also Hungarian conductor's insignia.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazines.

REV. ALBERT KOVACS, 510 S. Franklin St., Wilkes-Barre, Pa. 18703, sells MP steam negs, of 1315, 1458, 1463, 1498, 1533, 6423, 8658, and 9701. or will trade for RDG, CNJ, D&H.

JOE LEGER, 1732 Washington, San Franisco, Calif. 94109, buys, sells, and trades railroadiana. (SSE, large)

BOB LORENZ, 1939 Whittaker Dr., Fremont, Ohio 43420, sells 5x7 and 8x10 steam and diesel pix NYC, PRR, B&O, NKP, GTW, EBT. (SSE)

ED MAHONEY, 9417 W. 64th Way, Arvada, Colo. 80002, wants info. from SFP&P emp. tt. showing Crown King branch.

JOHN MARTIN, 120 Dickinson Lane, Wilmington, Dela. 19807, sells Off. Guides, emp. tts., tts., Railroad Magazine, Trains, other railroadiana. List 10¢.

BOB McVAY, Box 625, King City, Calif. 93930, sells Kodachrome dupl. slides Western steam, elec. '46-'49. (SSE) List and sample 25¢.

M.D. MEYER, 900 S. 26th St., Milwaukee, Wis. 53204, buys D&RGW and D&SL negs., slides, hecks, calendars, stock certificates.

JIM MULLIKEN, 1263 S. Peach St., Philadelphia, Pa. 19143, will trade railroadiana for map of NY 1939 World's Fair, or will buy.

Sgt. CARL MUNCK, CMR 1, Box 99, APO, Seattle, Wash. 98737, wants sizes 120, 116, 122 negs. Alco Pa-1, PB-1, PA-2, PB-2 diesels, and RUT steam.

C.L. NELSON, 821 W. Idaho Ave., St. Paul, Minn., buys slides diesels NYNH&H, SAL, ACL, EL, MKT, KCS, WAB, SP&S; also SAL and ACL rebuilt coaches.

DAVE NESTLE, Ray Rd., Greenwich, N.Y. 12834, sells wide variety of railroadiana. List 5¢.

W.R. OSBORNE, 1019 S.E. 12th Ave., Deerfield, Beach, Fla. 33441, sells p.c. size steam pix B&M, CV, C&NW, CB&Q, D&SL, IC, L&NE, N&W, PRR, RDG, Sou., etc. (SSE)

JOHN PARKER, Rte. 1, Box 106G, Aiken, S.C. 29801, sells steam and diesel pix. List 15¢.

RALPH PHILLIPS, 1116 Commonwealth Ave., Boston, Mass. 02134, buys or trades 35mm color slides. Wants slides of NYNH&H tavern lounge cars "Watch Hill" and "Bunker Hill."

DAVE REES, Drawer R, Ajo, Ariz. 85321, wants certain issues Railroad Magazine '30-'60. (SSE) Sells or trades old issues Railroad Magazine, Off. Guides, Loco. and Car Bldrs. Cyclopedias.

FRANK REILLY, 306 Front St., Dunellen, N.J. 08812, trades orig. steam, diesel, trolley 35mm slides with railfans in other countries. Wants pix CNJ 1609.

JOHN ROBERTSON, 808 E. Monroe St., Mexico, Mo. 65265, buys negs. and pix WAB, C&A steam locos, motor cars. Sells pix, plans, rosters.

CHAS. ROOD, Box 21, Grand River, Ohio 44045, sells kerosene switch lamps. (SSE)

CHAS. RUSSELL, 273 Erie St., Owego, N.Y. 13827, wants any size Erie and DL&W steam pix.

DAN SABIN, Box 203, Manly, Iowa 50456, will sell telegraph key, sounder, order hoops, diesel books, CRI&P trainmen's uniforms, caps, badges.

DON SARNO, 1405 Christopher St., Columbia, Mo. 65201, buys, sells, trades emp. tts. (SSE)

HARRY SAUYER, 610 Empire Blvd., Rochester, N.Y. 14609, sells lanterns, switch keys, emp. tts., tts., other railroadiana.

JIM SCHAUT, 216 E. Navarre St., South Bend, Ind. 46601, buys or trades switch keys.

OTTO SCHUERER, 3917 N. 51st Blvd., Milwaukee, Wis. 53216, wants photos and postard views of depots, logging locos, equip.

JOHN SCOTT, 3716 Rosebrook Court, Concord, Calif. 94520, sells loco bells, other railroadiana. (SSE)

JERRY SEVERSON, 2525 E. Dayton, Madison, Wis. 53704, sells size 616 diesel pix. No list. (SSE)

AL SHADE, 9831 Aldridge, Columbia Station, Ohio 44028, sells traction pix, b&w slides from Akron, Bedford, Cleveland. Sample, list 25¢.

BOB SMITH, 405 9th St., Des Moines, Towa 50309, trades rr. watches for Masonic pocket watches.

K.M. SMITH, Sr., 758 Maple St., Fostoria, Ohio, wants to hear from Monongahela Ry. employes; also wants history of line.

JOHN STUBBLEFIELD, 924 E. Johns St., Decatur, Ill. 62521, trades 35mm diesel color slides, N&W eastern region, for those of GN, NP, SP.

J.W. SWANBERG, RFD 3, Taunton Lane, Newtown, Conn. 06470, buys or trades steam bldrs. No. plates.

TED TAETSCH, 14218 Garfield Ave., Lakewood, Ohio 44107, sells or trades trolley and other rapid transit pix. List free.

TED TOMPSON, Jr., 2006 Blaine St., Williamsport, Pa. 17701, sells emp. tts., tts., etc. (SSE)

W.C. THURMAN, 4733 Morganford Rd., St. Louis, Mo., trades diesel negs. of his area for diesel or depot negs. in your area. Lowell Mitchell, please write.

V. DELLA TORRE, 22 Dante Pl., Waldwick N. J. 07463, sells salt and pepper shakers picturing locos and cable cars.

GEO. VESELY, 9132 W. Sycamore Dr., Hickory Hills, Ill. 60457, sells 35mm slides CNS&M lasts run, CB&Q "golden" steam loco, CSS&SB, D&RGW, Reader. (SSE)

BILL WAGNER, Box 842, Richmond, Ind. 47374, wants PRR calendars.

JOHN WAITE, 277 5 St. N.W. Barberton, Ohio 44203, wants poem "The Penna. Train," printed yrs. ago in PRR Mutual Magazine.

A.R. WARD, 108 Midvale Ave., Wanaque, N.J. 07465, buys, sells, trades L&HR pix, sizes 3½x5 and 3½x3½.

C.R. WATERMAN, 931 Burton St. S.E., Grand Rapids, Mich., wants WAB playing cards, p.c. 5x7 size pix VGN 2-10-10-2.

BOB WEBSTER, 1030 Southhill St., North Kamloops, B.C., Canada, trades steam, diesel, trolley slides for N. Amer. trolleys, esp. work equip. also Canadian steam in U.S.

BILL WHITE, 740 Margo Lane, Memphis, Tenn. 38122, will buy Trains, Vol. 16, bound.

MIKE WHITE, 4618 Southland Ave., Alexandria Va. 22312, buys steam negs. B&O, Sou, Rut, B&M NYNH&H, L&NE. Trades diesel negs.

TOM WICKER, 317 Oakwood Ave., Sanford. N.C. 27330, buys SAL and ACL steam pix.

F.H. WORSFOLD, Box 1332, San Francisco, Calif. 94101, sells Mexican steam and diesel negs. List 10¢.

BILL ZIKIAS, 76 Connecticut Ave., Greenwich Conn. 06830, sells elec. loco headlights, lantern tts., emp. tts., buttons, badges. List 25¢.

DICK BALTULIS, P.O. Box 367, Waltham, Mass. 02154, will buy tickets, passes, station pictures Central Mass. or Mass. Central RR.; also earl RPO postmark of M.G., NG Colo. roads.

KEITH and MIKE BEDNAR, 217 Water St. Hoekendauqua, Pa. 18057, wants pix, slides, negs. of LV diesels, esp. ALCO and BW.

M.W. BLANKENSHIP, Jr., 3555 Bainbridge Ave. 2-H, Bronx, N.Y. 10467, sells NYC dining-car silver ware, etc. Send long stamped env. for list.

R.C. CAESAR, 43 Lafayette St., S.E., Grand Rapids, Mich. 49502, sells Midwest rr. station trains. (SSE)

GLENN CANNIZARD, 85 Fulton St., Woodbridge N.J. 07095, sells orig. and dupl. 35mm slides steam, diesel, and hacks, from my area, approval.

L.P. CUMMINGS, Jr., 129 Nevin St., Lancaster, PA 17603, sells various size b&w negs. (620, 120, 82 of elec. traction lines. (SSE)

STAN DWYER, Lakeville Hospital, Middleboro Mass. 02346, wants rr. literature and pix b can't pay.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color prints of trolleys, PT PSTC, Newark, Boston, Pittsb. Third Ave., Shak Hts., Toronto, museums, Europe, 40¢ each. Fr list.

DAVE HAMLEY, 2023 Delaware Ave., Swissvale Pa. 15218, wants diesel bldrs. plates, esp. ea or rare items like AGEIR, Midwest, GE-CB; b or trade. All material, after he copies it will given to Alaska libraries, museums. Answers mail.

G. KIDDER, R.D. 1, Acton, Mass. 01720, w sell H. Reid book "Extra South," mint cond.; Bost & Lowell's "Mountain Lake, and Valley" (188 and Bradlee's "B&M." (SSE) (Ed. note: all Swi List entrants should use their first names or least first two initials.)

LARRY KISS, 40 Rugby Rd., Brooklyn, N.Y. 112 sells rr. track maps, rosters in lines in N.Y. ar (SSE)

MATT KOCH, 3801 18th Ave., Brooklyn, N 11218, sells recent pix N.Y. subways, Toro trolleys. (SSE)

DICK LIND, P.O. Box 395, Barrington, Ill., 600 sells steam negs., color slides, by mail auction. stamped env. necessary. (Ed. asks: How readers supposed to find out your sizes of which rds.?)

DICK MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, buys or trades RDG-CNJ and RDG RR. mags.

JOHN MARRON, 107 Park Ave., Harrison, N.Y., wants 8mm movies on real rrs., trolleys; also in scale or tinplate; also old train catalogs.

R.K. MASON, 545 State St., Holland, Mich., will sell Australian "Railroad Transport" mag., 1952-'53; also emp. tts., maps. Buys IRC (Buffalo) or west Mich. traction pix.

ERIC McKEOWN, Twin Linden Arms, 1-32, Deptford, N.J. 08096, sells Pennsy and PRSL emp. tts., or trade for Pennsy or PRSL pix.

ED McLAUGRLIN, 345 E. 500 North 7, Provo, Utah 84601, sells orig. 35mm K-II slides of diesels in Utah. (SSE) Wants to meet fans in his area.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, will buy steam or elec. loco headlight.

BERT PENNYPACKER, 4307 Palmetto St., Philadelphia, Pa. 19124, has many PRR and RDG emp. tts. for sale, 75¢ each. (SSE)

MEL ROSENBERG, 221 Eddy St., Ithaca, N.Y., trades or buys pix, transfers, cash fare receipts of trolley, rr., bus, others; U.S. or foreign.

PAUL SCHUETT, RD 3, Box 80, Lodi, Calif. 95240, buys, sells, trades emp. tts., railroad books, other railroadiana (SSE)

RAY SHAAF, 5915 N. 5th Rd., Arlington, Va. 22203, wants glossy prints of Pere Marquette Atlantics, 700 series.

ALLEN SHER, 137-37 234th St., Laurelton, N.Y. 11422, buys postcards of steam and elec. locos, trains, subways, trolleys, etc.

STAN SMALL, 3495 Patricia Ave., Montreal 28, Que., Canada, wants pix, tts., and emp. tts. of CN's Massena, Hemmingford, Valleyfield lines; also Rut., NYC Adirondack Div.

JOE STAUBER, 709 W. Arnold St., Marshfield, Wis. 54449, sells color slides on approval: Soo F3, F7, SD9 and GBW open obs. car 600.

ROY WARK, RFD 1, Barre, Vt., will sell 120 ft., single-track, steel, truss rr. bridge, good cond., from Vermont RR. trackage. Write for details, pix. (SSE)

CHAS. GARDINER, 39-20 220th St., Bayside, N.Y. 11361, buys, sells out-of-print rr. books. (List for large SSE).

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91770, searching for singles or accumulations of defunct rr. stocks, bonds. (Long swap list SSE).

CHAS. GOEBEL, 305 E. Santa Fe, Burlingame, Kan. 66413, runs rr. museum in Santa Fe depot in his city; has hundreds of size 616 steam negs., tts., Off. Guides, etc., to swap for old ATSF items.

DAISY GORHAM, Rte. 1, Box 509, Jamestown, Calif. 95370, will buy sound records made by Haywire Mac (Harry K. McClintock).

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, trades or sells on approval orig. 35mm Kodachrome diesel slides of his area. No list. General collectors only, please.

IRVING HINZE, 1920 Fayette Ave., Beloit, Wis. 53511, buys DSSA and old Wis. Cent. items.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md. 21224, sells 5x7 steam pix B&O, WM, DM&IR, NP, many others; list 15¢.

BILL JERNSTROM, 822 Pelham Dr., Fort Wayne, Ind. 46805, sells orig. b&w steam negs., sizes 620 to p.c., many Class 1 rrs., some Eastern shortlines; few color negs. State your wants.

E.G. JOHNSON, 2215 E. Bayley St., Wichita, Kan. 67211, will sell big books "Suppl. to DSP&P," and Cafky's "Colo. Midland," both mint cond.; other rr. items. State your wants. (SSE).

BILL JORDAN, 504 E. Ave. B, Newberry, Mich. 49868, has few Soo Line train orders to swap for those of Wab., E-L, D&H, CNJ. Answers all mail.

BENJ. KLINE, Jr., 920 Wheaton Dr., Lancaster, Pa. 17603, wants info. and pix on all Penna. shortlines, logging roads. Answers all mail.

C.P. KNOTH, P.O. Box 989, Jamaica, N.Y., sells South Carolina R.R. notes for $1, $2, $5 at 50¢ each, on 3 values $1.25.

KEVIN LEAHY, 411 S. Walnut St., Arlington Heights, Ill. 60005, wants C&NW tts., emp. tts., before 1963.

JAY LENTZNER, Box 450, Rte. 1, East Troy, Wis. 53120, wants adv. folder on last CB&Q steam trip 7/17/66.

DON LEWIS, 7 Charles Rd., Winchester, Mass., will sell one copy each of Ziel's "Twilight of Steam Locos." and Beebe-Clegg's "When Beauty Rode the Rails," both mint cond. (SSE).

ED LEWIS, Liberty St., Arcade, N.Y. 14009, will sell 36-page illust. Arcade & Attica history, $1; also reprint of BA&A of BA&A emp. tt., 35¢.

JERRY LITSCHKE, 9023 Los Arboles St., N.E., Albuquerque, N.M. 87112, will sell 121 copies Railroad Magazine compl. since No. '51; 8 copies '39 to '51, all good cond., the lot $40 plus postage.

FRANK LUPINO, Jr., 1445 Sunset Ridge Rd., Glenview, Ill. 60025, is collecting all kinds of rr. kerosene lights for his son.

MIKE MAGARA, 19 Dawn Dr., Clark, N.J., buys kerosene markers, loco classification lamps, and bldr. plates. Has few lamps to trade.

RAY MAGEE, Box 744, DeQuincy, La. 70633, buys steam bldr. plates, esp. MP, and loco pix of Gulf Coast Lines before 1939.

G.G. MILLER, Jr., 31 Sherman Pl., Morristown, N.J. 07960, will sell BAR loco headlight; 2 loco markers with G/W lenses; and switch lantern.

DENNIS RAMBO, write to L.P. Cummings, Jr., 129 Nevin St., Lancaster, Pa. 17603.

TOM RINGO, 1235 Catasauqua Rd., Fullerton, Pa. 18057, sells steam and diesel pix of LV, CNJ, RDG, incl. LV's John Wilkes and Asa Packer. (SSE) (Ed. asks: What size pix, Tom? What price?)

LEON SHARP, 1630 Corning St., Parsons, Kan. 67357, buys or swaps emp. tts., train orders of KCS, MKT, Frisco, MP, for switch keys, any road.

F.A. SCHMIEDEKIND, Jr., 943 Teetshorn St., Houston, Texas 77009, will buy MKT steam negs., prints since year 1920.

ART SEYBERT, 6824 W. Ardmore Ave., Chicago, Ill. 60631, wants old or new tts., emp tts. of C&NW, Soo Line, Milw., etc.

S. SHOOK, 160 Andover St., Wilkes-Barre, Pa. 18702, sells slides of Shade Gap Elec. trolleys and Wapamie coal rr.; also EBT museum brochures. (SSE).

MERRILL SKIDMORE, 12974 Regan Lane, Saratoga, Calif. 95070, assembling rr. library, esp. fiction, juveniles, drama, poetry; wants suggestions.

ALBERT SPAULDING, 27 Kingsland Terr., Burlington, Vt. 05401, seeks historical data and pix of all Vt shortlines, logging and mine rds., past or present; also 8mm steam moves of Rut., CV, and StJ&LC.

DAVID STEINBERG, 606 Orr St., Chattanooga, Tenn. 37405, will sell 11-page mimeographed history of st. rys. Chattanooga, 8½x11"; includes dummy and elec. lines, also compl. history Lookout Mt. & Signal Mt. lines, $1.25.

DUDLEY STICKELS, 16 Ridge Hill Rd., Norwell, Mass. 02061, will sell one 6-page NY&NE tt. No. 40, 10x16", dated Dec. 1, 1878, $4.

TONY SUDDJIAN, 1902 W. Pontiac Way, Fresno, Calif. 93705, wants PE pix or negs.

TOM TABER, P.O. Box 363, Madison, N.J., has all PRR calendars complete exc. 1925, '26, '27; will buy those 3; state cond., price.

ROM TAYLOR, 89 Agar Grove, London, N.W. 1, England sells British model mags., diesel slides. (SSE) (Ed. asks, But suppose N. Amer. readers don't have British stamps to put on self-addressed envelopes?)

AUGUST THIEME, RFD 2, Box 434-B, Richmond, Va., collects data and pix of Va., W. Va. logging rds., shortlines, abandoned or merged. Offers sound tapes or geared and rod steam engines, big or small.

TIV WILKINS, 2685 Stephens Rd., Boulder, Colo. 80302, sells rr. books, lanterns, folders, or will trade for tts. or pix. (SSE) (Ed. asks, pix of what?)

JOHN WOOD, 7015 Fisher Rd., Rte. 4, Dallas, Texas 75218, assembling rr. library (books, mags., paper items); will bind your items into books in exchange for material he can use, or will pay cash.

JIM WOZNICZKA, 2310 W. 55th St., Chicago, Ill. 60609, trades pix p.c. size or smaller, Chi. area diesels, for those of other areas.

Model Trading Post

J.H. BURKEL, 133 Lehigh Ave., Blackwood, N.J. 08012, trades AF steam locos and accessories for HO gage locos.

C.E. DAVIS, 3663 McCall Blvd., Bremerton, Wash., wants 00 gage 4-8-4, 4-6-4, or 2-8-0; will trade 00 bronze Pennsy Atlantic locos or parts.

BOB FARSON, 162 N. Hill Pl., State College, Pa. 16801, will sell 12" gage steam loco, 2 trks., 2 switches, and 2000' rail. Make offer.

FRANKLIN GNAU, 7140 Ellicott Rd., Orchard Park, N.Y. 14127, wants 1/36 and 12/42 model RRer.

CARL LARSON, 24 Forest Ave., Caldwell, N.J. 07006, sells 1954-'60 Lionel catalogs and '50, '53-'54 AF catalogs. (SSE).

JIM TANDY, Box 35, Carrollton, Ky. 41008, wants Lionel 6464-100 and 6464-700 boxcars.

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, buys AF wide-gage toy trains, 1925-'36.

MIKE JONES, 116 4 St. SW, Conover, N.C., will buy 1" or 1½" scale live-steamers.

KERRY KEELEY, 7010 Franklin Rd., Birmingham, Mich. 48010, wants 1½" live-steamers. Will sell 1947 Loco Cyclopedia, etc. (SSE)

GARY TUTTLE, Box 191, Rural Rall, N.C 27045. wants 8/or 12-lb. miniature rr. rail and pix of park-size trains. ●

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Dec. 17-Jan. 1: Mexico: Private-car tour from San Francisco and Los Angeles with open-platform obs. car "Argonaut." Special Xmas Eve in Oaxaca, Xmas dinner in Fortin. Ride narrow-gage NdeM, open-air trolley in Veracruz, and electrified former Mexicano Ry. Write Dick Reynolds, Argonaut Rail Tours, 211 Sutter St., San Francisco, Calif. 94108.

Dec. 23-Jan. 2: Mexico: Private-car tour from Chicago with open-platform obs. "Illini Chief." Xmas on "Eagle" steamliner in Texas, NdeM "Aztec Eagle" at the border by 5:20 p.m. Tampico, Mexico City; steam, trolleys, special New Year's Eve party aboard train on return trip. Write Illini Railroad Club, Box 62, Champaign, Ill. 61820.

Jan. 14-Feb. 25: India: From San Francisco and New York, name trains, mostly with steam, to high spots of the country, de luxe hotels, meals included, tour ends in Singapore, $2,595 per person. Write James T. Kivlehan, India-Ceylon Rail Tour, 1803 El Camino Real, Burlingame, Calif. 94010.

Dec., Jan., Feb. Mar.: railroad train "cruises" to Florida, New Orleans, Mexico, some with boat cruises to Caribbean. Write Four Winds Tours, 175 Fifth Ave., New York, N.Y. 10010.

Feb. 24-26: Chicago to Pittsburgh. Ride the trolleys there, car M-454 (built 1918) and PCC's write Illini Railroad Club, Box 62, Champaign, Ill. 61820. ●

Statement of Ownership, etc.

Statement of ownership, management, and circulation (Act of Oct. 23, 1962; Section 4349, Title 39, United States Code). (1) Date of filing: Oct. 1, 1966. (2) Title of publication: Railroad Magazine. (3) Frequency of issue: monthly. (4) Location of known office of publication: 205 E. 42nd St., New York, N.Y. 10017. (5) Location of headquarters or general business offices of publisher, editor, and managing editor: Publisher, Popular Publications, Inc., 205 E. 42nd St., New York, N.Y.; editor, Freeman Hubbard, same address; managing editor, none. (7) Owner: Popular Publications, Inc., 205 E. 42nd St., New York, N.Y.; Henry Steeger, same address; Shirley M. Steeger, same address. (8) Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities, none. (9) Paragraphs 7 and 8 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner. Names and addresses of individuals who are stockholders of a corporation which itself is a stockholder or holder of bonds, mortgages or other securities of the publishing corporation have been included in paragraphs 7 and 8 when the interests of such individuals are equivalent to 1 percent or more of the total amount of the stock or securities of the publishing corporation. (10) Average number of copies each issue during preceding 12 months: (A) Total no. copies printed, 50,416. (B) Paid circulation: (1) Sales through dealers and carriers, street vendors, and counter sales, 22,274. (2) Mail subscriptions, 4,037. (C) Total paid circulation, 26,311. (D) Free distribution by mail, carrier, or other means, 375. (E) Total distribution, 26,686. (F) Office use, left-over, unaccounted, spoiled after printing, 23,730. (G) Total 50,416. Single issue nearest to filing date: (A) Total no. copies printed, 50,295. (B) Paid circulation: (1) Sales through dealers and carriers, street vendors, and counter sales, 22,000. (2) Mail subscriptions, 3,925. (C) Total paid circulation, 25,925. (D) Free distribution by mail, carrier, or other means, 375. (E) Total distribution, 26,300. (F) Office use, left-over, unaccounted, spoiled after printing, 23,995. (G) Total, 50,295. Signed, certified, correct, and complete. John J. McVarish, Treasurer.

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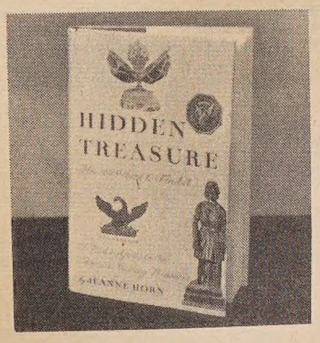

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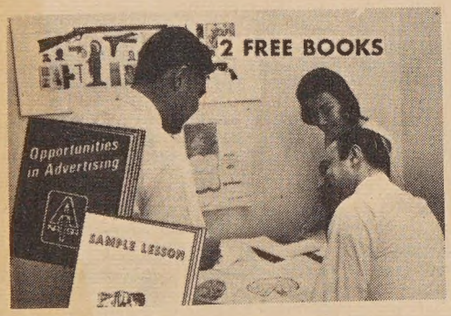

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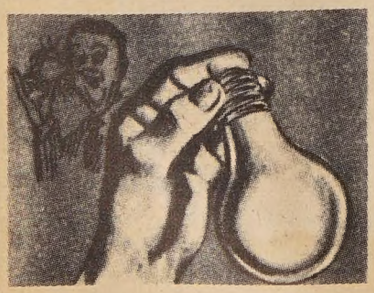

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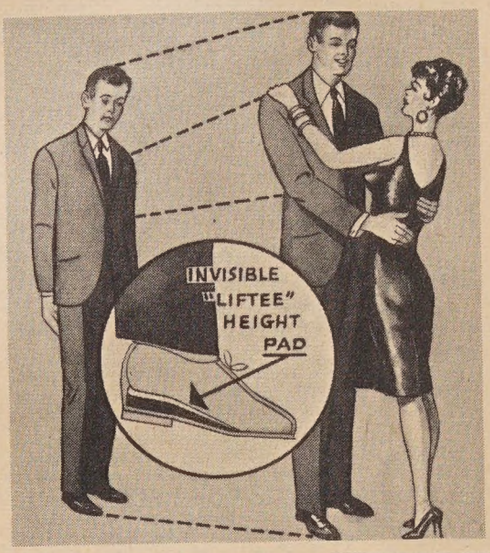

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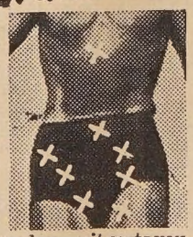

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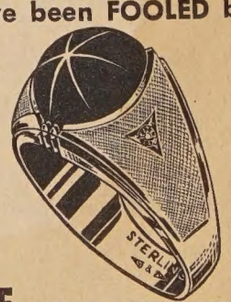

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You need no experience, and it costs you only the price of a 5c stamp to get started making good money in your spare time . . . or really big money if you devote full time to your Charles Chester "Shoe Store" Business.

All you do is show your Charles Chester Catalog featuring over 200 fast-selling styles for dress, work and play for *all the family* to your friends, relatives, neighbors, and fellow workers, and write up the orders they'll gladly give you.

Chester Shoes are GREAT VALUES because they have features like air cushion innersoles, steel shanks, Vylyt soles, dry warm, Stormseal'd construction . . . features that would add $3 to $4 to the price of these great shoes in any shoe store.

What's more, *you* have the *best* "shoe store" in town because *no* shoe store can match the wide range of styles, sizes and widths you offer. And every pair of Chester Shoes is guaranteed.

So you really *do your friends a favor* when you let them shop from your Chester catalog.

You collect your *cash commission* of up to $10 on every pair *in advance*. Then just send the orders to us, and *we* do the rest. In addition to the fine on-the-spot cash commissions, you can get shoes for yourself and your family at no cost . . . win valuable prizes, big bonuses, vacation trips, and lots more. And you can even qualify for life and hospitalization insurance and other great benefits—all at no cost to you.

SEND NO MONEY . . . JUST MAIL THE COUPON!

It's easy to start. Just rush the coupon below today . . . NOW. Except for the 5c you'll pay for a stamp, you never invest another penny. We'll send you—*at our expense*—everything you need to start making money from the very first day, and with no obligation other than you agree to show your Chester "Shoe Store" to your friends. Clip and mail the coupon NOW!

Amazing

HOME "SHOE STORE" THAT I'LL SEND YOU AT MY EXPENSE!

I'll send you a Charles Chester "Shoe Store" Outfit complete with everything you'll need to make money more quickly, easily, conveniently, and pleasantly than you could possibly imagine!

Mail the coupon NOW!

Charles CHESTER SHOE MFG. CO., Dept. 154
Brockton, Mass. 02403

Charles CHESTER Shoe Mfg. Co., Dept.154
Brockton, Mass. 02403

Please rush my Charles Chester "Shoe Store" Outfit free and postpaid, so I can start making good money in my own business I can run from home in my spare time.

Name_____
(Please print)

Address_____

City_____ State_____ Zip_____